

JUNE 27, 1952

# AUTOSPORT

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EVERY FRIDAY

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BRITAIN'S MOTOR SPORTING WEEKLY



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# Autosport

BRITAIN'S MOTOR SPORTING WEEKLY

Managing Editor: GREGOR GRANT

Vol. 4. No. 26.

June 27, 1952

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## EDITORIAL

THE Italians still hold the whip-hand in Grand Prix racing, and where Alfa Romeo left off in Formula 1, Ferrari have taken over in Formula 2. At Spa, the red cars from Modena outpaced the rest; but for Taruffi's accident, it would probably have been a 1-2-3 victory. Nevertheless, British cars emerged with great credit, Mike Hawthorn's fourth place with the Cooper-Bristol, and Paul Frère's fifth position with the H.W.M. being especially meritorious. The clockwork regularity of Alan Brown and Eric Brandon also bore fruit, with sixth and ninth places respectively.

It was unfortunate that the début of the new E.R.A. should have been so disastrous. The car showed plenty of promise in practice, but it would appear that the hastily-fitted power-unit was not up to the job.

Stirling Moss is passing through a particularly unlucky phase at the present time, and it is to be hoped that this brilliant young driver will shortly be exorcized from the gremlins. In Moss and Hawthorn, Great Britain possesses two star attractions, a fact which Continental race organizers have been quick to realize.

\* \* \*

ONE of the greatest difficulties which beset the small racing-car concern is the continuation of development. Establishments such as H.W.M. are pitifully ill-equipped to attempt both a full racing and development programme. Whilst the cars are being raced every week-end during the season, the entire technical resources have to be tapped to keep the machines raceworthy.

The importance of prestige through racing successes must now fully be realized by the big motor-car manufacturers. Would it not be a wonderful thing if the continual development work necessary to produce successful racing-cars could be taken over by the experimental sections of big concerns?

\* \* \*

THE accident to Juan Manuel Fangio at Monza recently has resulted in world-wide sympathy for the very popular Argentinian. As a driver and a man he is one of the best-loved personalities in motor-racing. AUTOSPORT is pleased to report that he has made rapid progress since his relapse, and his doctors believe that he will be able to leave hospital next week.

We are certain that everyone will join us in wishing the World Champion a speedy return to health.

## OUR COVER PICTURE

**RACING IN CALIFORNIA:** Sports-cars of all sorts and sizes speed down the back-stretch at Palm Springs during the California Sports-Car Club's fourth annual race meeting at the Western Desert resort. Nearest camera is A. Coppell's M.G. Special, 1,500 c.c. class winner, chasing a TC M.G. and an Aston Martin DB2.

(“Road and Track” Photo)



# SPORTS- NEWS

## GORDINIS FOR THE BRITISH G.P.

THREE works 2-litre, 6-cylinder Gordinis have been entered for the R.A.C.'s British G.P. for Formula 2 cars, which is being organized by the B.R.D.C. under *Daily Express* sponsorship. Entries from Ferrari and Maserati are anticipated, and the strong home defence by H.W.M., Cooper-Bristol, etc., will be augmented by the new 2-litre E.R.A., which will be driven by Stirling Moss.

The full day's programme on 19th July comprises the G.P., of three hours' duration (approximately 85 laps), a 45-mile Formula 3 race and the 100-mile *Formule Libre* event in which B.R.M.s will compete.

## FUND FOR GORDINI

INSPIRED by recent achievements of Amedee Gordini's sports- and racing-cars, the French have opened a subscription list to assist him in upholding French prestige in international events. Over 1½ million francs have been contributed so far, and the fund swells daily.



WOW! Outbreak of chrome writhings on the front of a sports Fiat competing in last month's Lisbon International Rally.



RACING CAR TRANSPORT: Tommy Sulman, pre-war car speedway driver, tows his Maserati and trailer to various Australian events behind a Sunbeam-Talbot saloon. He recently journeyed to New Zealand with the outfit, covering 2,450 miles in five weeks.

## RACING IN FINLAND AND SWEDEN

TWO race meetings were held in Finland recently. The first, at Tampere on 14th May, resulted in a sports-car win for H. Saaristo, driving an Adler, who beat a BMW and a Peugeot, while in the Formula 3 class Curt Lincoln's Effyh beat K. Ranta (Effyh) and Fred Geitel (Cooper). The Greek Mylonadis, driving a Cooper, retired after three laps.

Lincoln's Effyh was second in the Formula 3 Lapeenranta event four days later, being beaten by Walter Bergstrom (Effyh) and himself head-

ing P. Loivaranta driving an Elhoo.

At Jonkoping, Sweden, on 15th June, Effyh 500s filled first five places in the 10-lap, 10½-mile race, E. Svensson winning by 34.4 secs. from Nils Gagner and F. Svahn. There were no foreign runners.

## THE WORLD CHAMPIONSHIP, 1952

WITH the third World Championship event of 1952, the G.P. of Europe, run off last Sunday, Alberto Ascari, the winner shares the lead with nine points, with Piero Taruffi, who won the Swiss G.P. Second is the Indianapolis 500 Miles race winner, Troy Ruttman, with eight points, followed by Fischer, Farina and the American Rathman, runner-up at Indianapolis, all with a score of six points.

CHARLES MONTIER, who died recently in France, was a great Ford enthusiast, racing in numerous events in the 20s and early 30s. He put up some remarkable feats in Continental races with his Ford Specials, taking fifth place in the Belgian G.P. of 1934 behind the works 3.3-litre Bugatti team and a Maserati.

MISTAKEN identity—portrait published in our Le Mans preview purporting to be of Bob Lawrie was in fact of his mechanic, T. H. P. Cain, in the Jaguar in last year's 24 hours race. Our apologies to both.



# WHY CHANGE TRIALS REGULATIONS?

*Asks A. G. ("Goff") Imhof*

SINCE AUTOSPORT printed the apologetic letter on 9th May, by Maurice Toulmin and Dennis Flather, there has been much discussion by interested people who disagree with nearly everything in their letter.

I have been weekly expecting a reply to be printed in AUTOSPORT, but since it appears that everyone else is too diffident to say publicly what so many are saying loudly but privately, I am venturing to do so.

To avoid misunderstanding let me say first that Dennis and Maurice are both my friends and I hope will continue to be so, and that I know that both are good sportsmen whose sole interest in the matter of trials regulations is in securing what may be best for the sport.

Nevertheless, many people feel that the present muddle and confusion over possible R.A.C. trials regulations is largely due to these two gentlemen occupying positions as officials of the B.T.D.A. and also being on the R.A.C. Competitions Committee. No man can serve two masters.

The British Trials Drivers' Association exists (or is supposed to exist) to look after the interests of British Trials Drivers, including in negotiations with the R.A.C. How can they do so properly? It is as if they desired a seat in the Commons as well as in the House of Lords. So we have reached the present Gilbertian situation that, when we ask the B.T.D.A., we are in effect told, "Ah, that is not us that wants to change the regulations, it is the R.A.C." When we ask the R.A.C. they in effect say, "Ah, that is not us, that is the B.T.D.A.!"

One is left with the impression that Maurice and Dennis are crusading for changes in which they believe. O.K. They are entitled to do so if they wish, but certainly not in the name of the B.T.D.A., and it was as chairman and secretary of the B.T.D.A. that they wrote to you; the B.T.D.A. members have given them no such mandate. This they

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MODERN  
"SPECIAL": Cuth  
Harrison's Harford  
II in last year's  
R.A.C. Trials  
Championship.  
★



admit when they state: "many owners of existing trials specials are lobbying for the retention of the present regulations. This may well be the wish of the majority at the moment taking part, but not necessarily of the whole of the B.T.D.A. membership". This clearly shows that they have actively been campaigning against the wishes of the majority of the members they were elected to protect. This was confirmed by AUTOSPORT's ballot. If they have any remaining doubts, why on earth have they not been conducting a postal ballot of all members whose subscription was paid for 1952 on 31st March, 1952? Maurice and Dennis based their case for a change of regulation on "it may be that many would-be competitors (including past entrants) are deterred from participating by the effect from the regulations as they are at present". In other words, they are going against the known express wishes of the B.T.D.A. members who are opposed to any change in the regulation in case there might be some non-members and non-competitors who would like a change. Could anything be more ridiculous? Their job is to look after members; if they want to look after non-members let them resign and form the British non-Driver's Association.

Since I joined in the fun and games

of trials driving in 1934 there have been three distinct phases.

1. With standard or nearly standard cars and competition tyres.
2. With standard or nearly standard cars and plain tyres.
3. Specials with non-competition tyres.

During each of these phases competitors have had lots of fun, but there has always been a background moan from the unsuccessful competitors. In the first period people complained about the works teams, such as the blown M.G. "Musketoes", "Cream Crackers", and the works crab-tracked 1½-litre Singers. In the second phase there was an outcry against the successful Allard and other V.8s, and now in the third phase we have the malcontents complaining against all successful trials cars.

There seems something peculiar about trials driving which causes the failures to want to alter the rules in the hope that they will be more successful. In other outdoor and indoor sports and pastimes the rules and conditions seem to be reasonably stable. In football, cricket, tennis, bridge, ludo and happy family one can pursue an even tenor, attempting to improve one's standard of performance by assiduous application, careful planning, clean living and a belief in ultimate justice (and did I hear someone say the equivalent of a tight axle?)

Only in trials does one hear the cry: "Charlie is doing all right—let's alter the rules and stop him".

There have been two drafts of proposed trials regulations, both of them unsatisfactory. As a single example in each, the first favoured the flat-four engine, the second would ban all Austin 7-based specials, while the reduction in tyre sizes to 5 ins. would necessitate the building of ultra-light freakish cars at greater expense. While the suggestion that the R.A.C. Championship and all its qualifying trials should be run under the new regulation would mean that several hundred competitors would have to build new trials cars at considerable



"KNOBBLIES" ERA: Pre-war trials were contested largely by standard sports-cars fitted with competition tyres —car here is a Riley Imp.



**Why Change Trials Regulations?—contd.** expense by 1st January, 1953. Why should we be put to this expense? No reasonable volume of evidence has yet been produced to show that a change in the regulations is either necessary or desirable. Only a vociferous minority has been lobbying for a change. To the best of my knowledge they do not include a single successful competitor.

Why, then, should our sport be interfered with? I realize that the last word in this matter rests with the R.A.C. Competi-

tions Committee, which I know is composed of an outstanding group of excellent sportsmen who give up a great deal of time and effort controlling the sport for the benefit of us all, but I think that few of them are in day-to-day touch with present-day trials, and one fears that they may rely for guidance in this important matter on their two experts. It would be impertinent for me to suggest that they should not do so, but I feel it essential that they should evaluate such recommendations

as may be made by Maurice and Dennis as representing a minority viewpoint rather than the majority opinion which one would expect from their position as chairman and secretary of the B.T.D.A. I hope that wisdom will prevail in this matter, but I must admit that, should the worst occur and we are all afflicted with unnecessary expense and unsatisfactory regulations, that I shall hope to continue to be a competitor, as I for one prefer a battle of cars to a battle of words.

## SCOTCH CORNER By "AENEAS"

BO'NESS TOMORROW—JOE POTTS AND RON FLOCKHART — REST - AND - BE - THANKFUL

THE Scottish Sporting Car Club have 75 entrants for tomorrow's International speed hill-climb at Bo'ness, ranging from Nigel Kennedy's new Burdmonk special to Dennis Poore's famous Alfa Romeo. The Burdmonk is very much an unknown quantity as no one has yet seen this motor-car but, after last Saturday's performance at Boreham, it is obvious that the not so young Alfa is still a force to be reckoned with. Chief contender for the Poore record of 33.9 seconds for the 880-yard hill is, of course, Ken Wharton.

Last year Wharton made three class records—two of which are still standing—and he will be on the hill to defend and perhaps improve on these records. Particular Scottish interest centres on the class for racing-cars from 751 c.c. to 1,100 c.c. as among Wharton's opponents is Bob Haddow, who has entered his Cooper 1,000. Bob was the fastest Scot on the hill at last year's International climb so, quite naturally, we are hoping that this year he may hold or even beat the Smethwick man in this class.

TALKING to Joe Potts recently, he was telling me that after his rather serious illness the doctor advised him to give up racing for a month or two. That meant that there was a split new J.P. lying idle at a time when quite a lot of people were looking for a 500. Rather than trip over the car every time he opened its lock-up and be tempted to go motor-racing in spite of his medico's advice, Joe has sold it to Cliff Carter, and recent results show that it is motor-ing very well indeed. What I like about Joe Potts is the fact that he is always talking of someone else, never himself. He has a tremendous opinion of Ninian Sanderson's ability to handle a half-litre job and hopes that Ninian will get an invitation to represent Scotland at Silverstone. With true Scottish canniness the pair of us were almost weeping as we talked of the unfortunate miscalculation that kept, almost certainly, a nice little bundle of folding money from coming across from Ireland. Everyone who saw the Ulster Trophy road race has remarked on how well Ron Flockhart was driving when the E.R.A. ran out of fuel at Quarterlands, and there seems little doubt that, but for this, he would have had third place. Remarkably enough the person taking this most philosophically is Flockhart himself, except that he tells of some recent dreams in which he has seen Flockhart

wringing Flockhart's neck for Flockhart's folly.

Well, I started this paragraph with Joe Potts and finished up with Ron Flockhart—that's drifting all right, and not the four wheel kind, but I take it you're getting the gist.

LATEST move to cement International Relations is reported by Douglas Mickel of the M.G. Car Club's Scottish Centre. Later in the year the M.G. boys are having a two-day rally, and to add gaiety and competition to the occasion they have been in touch with John Garden, of the Riley M.C.'s Scottish Highland Centre, about making it a joint affair organized by both clubs. That should nail canards to the carburetors and put a stop to all this talk in the South about warring clansmen. It's just not true that we put haggis in the pipe of peace and whisky in our fellow competitor's tank so that—if his motor-car doesn't blow up—it couldn't care less.

JACK WALTON, Bob Dickson and Comish Hunter are good supporters of Scottish events, turning out for even the smallest of our club meetings. They were all present at last Sunday's sprint meeting, but I hear that Comish is putting his J.P. up for sale. What his plans for the future are remain to be seen, but I hope to have something to say about them in a future Scotch Corner.

AFTER Bo'ness comes Rest-and-BE-Thankful, with only a week between them. This means that Southern competitors have a grand chance of completing two of the climbs selected for the R.A.C.'s British Hill-Climbing Championship and the entry list shows that the opportunity is being taken. The Rest is definitely a spectacular hill and is so situated that spectators can see the whole climb from start to finish. Again, there is the promise of brave doings for, at present, although Dennis Poore holds the record for the hill there is only .03 seconds between his Alfa Romeo and the Cooper of Ken Wharton. Given a good day I can think of few finer sights than to see a speed hill-climb amongst such magnificent surroundings, and to the visitor from the South it is an occasion not to be missed, just as for the Scot at home, this meeting, organized by the Royal Scottish Automobile Club, is one of the premier events of the sporting year.

### THE RADCAP RALLY 1952

THE North London Enthusiasts' Car Club followed a well-tried formula for their annual Radcap Rally held on 21st-22nd June.

Starting from a control on the North Circular Road on Saturday evening, the 35 or so competitors were first of all required to motor at an average of approximately 30 m.p.h. to a time check in Cheddar Gorge, calling *en route* at four controls. These latter could be visited in any order, and the organizers had hopefully listed them in such a way that an exceptionally dim-witted competitor might conceivably motor rapidly down to the West Country and then have to retrace his steps to High Wycombe.

Travel was almost entirely on main roads, except for a check on top of White Horse Down, near Westbury, which was more reminiscent of the usual Night Navigation Trial, except that in this case the route was so adequately signposted as to make navigators think that they were on a rest cure.

After the usual politely expressed doubts as to the accuracy of the officials' watches at the Cheddar control competitors proceeded to two special tests, a start and brake test up-hill, and a free run, brake, and reverse test, the results of which were used only to decide ties.

The second road section consisted of a regularity test. The route from the special test control to the finish at Lyndhurst was divided into four sections, and competitors, having set their own average over the first section consistent with a final arrival within specified limits, were required to maintain that average over the three subsequent sections. The distance of the first section, as recorded by different speedometers varied pretty widely. The fact that the checks were secret, and the ambiguity of routes through towns, caused the most loss of marks in the event.

Some anxiety was felt on this second part of the rally by competitors who had been unable to obtain petrol *en route*, and at least one unfortunate ran out, not of road, but of petrol, only a few miles from the finish.

Results appeared with commendable promptitude and several familiar names figured in the awards list, the irrepressible Pat Stark and colleague having the temerity to win the Closed Class with an A.40 Van. The time is not far distant, no doubt, when someone will win the Open Class with a drop-sided lorry.

E. J. G. MADGWICK.

### PROVISIONAL RESULTS

Best Performance: W. Freed (Jaguar).

Open Class Winner: 1, J. Lowrey (Morgan); 2, J. M. Ramsly (M.G.).

Closed Class Winner: 1, R. P. N. Stark (Austin); 2, D. Emmett (Alvis).



# BRIGHT MEETING AT BOREHAM

Parnell (Cooper-Bristol) Wins Formula 2  
Race—Poore (Alfa) First In Unlimited  
Event—Exciting XK 120 Jaguar Race

THERE was plenty of excitement at Boreham circuit last Saturday when the West Essex C.C. held their second race meeting of 1952 in cool, dry conditions, before a fair gathering of spectators. The six-race programme comprised three sports-car events, a Jaguar-only scratch event in which Roy Salvadori and Hugh Howorth fought a gripping race-long duel for the lead, a Formula 2 race won comfortably by Reg Parnell in A. M. H. Bryde's Cooper-Bristol, and a *Formule Libre* event wherein Dennis Poore's big supercharged Alfa Romeo, in its element on a fast circuit, drew away from the field to win, while Graham Whitehead (E.R.A.) drove a magnificent race to beat Reg Parnell's San Remo Maserati into second place.

During his winning drive Dennis Poore gave the old Boreham lap record, set up by Mike Hawthorn (Cooper-Bristol) a severe crack, raising it from 91.99 to 94.41 m.p.h.

IMPROVEMENTS to Boreham scheduled for completion by the big *Daily Mail* Festival of Motor Sport in August, were already much in evidence last Saturday. A huge new scoreboard, a bridge over the Hangar straight, new pits and big grandstands have sprung up and new communicating roads are being laid. The Public Address system is extensive, giving information from three points of the course, while the new Press service is first rate.

Event 1 was a Handicap race for



**BIG STUFF:** Front row line up as the flag falls for the 10-lap *Formule Libre* race, featuring (l. to r.) Reg Parnell (Maserati), who took third place, Dennis Poore (Alfa Romeo) the winner, and Graham Whitehead (E.R.A.), second.

sports-cars up to 1,500 c.c., contested over five laps. As ever with handicaps, the lapse of time between the starting of the limit men and the scratch runner seemed a veritable age. Jim Mayers in his fleet little Lester-M.G. giving away two whole minutes in a five-lap race. First lap leaders were E. W. Heath and J. C. Stocks in 1,087 c.c. M.G.s, with Mitchell's 847 c.c. M.G. in their wake. Mayers was chasing Cliff Davis's Cooper-M.G., which had 5 secs. start over him, and caught it on the second round, only to overdo things at Waltham Corner a lap later by revolving, whereupon Davis nipped past again. Undaunted, the Lester-M.G. pilot put his foot hard down, the while Joe Kelly of Dublin had thrust his buff-coloured Jupiter up to third place, and Mitchell's M.G. Midget lost time hitting the bales at Orchard Corner. On the last round Cliff Davis caught leader Heath, and C. le S. Metcalfe (Fiat) passed Kelly, then went astray amid the bales. Next it was Davis's turn, and the leader, harried by the Lester, lost precious time spinning at Railway Corner, letting Mayers ahead to win by a clear seven secs.

The unlimited capacity sports-cars then came out for a similar five lap session, limit-man A. D. Stevens (Lea-Francis) staving off a ravening horde of bigger cars for four laps, when he was caught, first by F. K. Morley's Allard at Orchard Corner, then by Goodhew's lengthy but lithe 4½-litre Lagonda and J. B. Swift and Salvadori (XK 120 Jaguars). Last lap saw a fierce scramble for the line by Swift and Salvadori, both of whom had caught the Lagonda; Swift getting the chequered flag by a bare second. Oscar Moore in the H.W.M.-Jaguar, on scratch, couldn't get to grips with the leaders but knocked out the fastest lap at 85.98 m.p.h. Ken Watkins crashed alarmingly at Orchard in his J2 Cadillac-Allard, the car turning over twice, acquiring extensive front end damage, the driver very fortunately escaping with minor injuries.

Next on the programme was the keenly anticipated Formula 2 race over 10 laps, which brought out Reg Parnell in A. M. H. Bryde's Cooper-Bristol; J. Barber's 1,100 c.c. Rebrab, looking very "Cooper"; Dick Jacobs, forsaking Abingdon for Isleworth, driving S. G. Greene's "Replica" Frazer-Nash; an old Goodwood friend in the ex-Wilkes single-seater Rover-Marauder, now "de-Dionized" at the rear and coloured dark green instead of lilac, driven by Gerry Dunham; Bill Dobson's 2-litre Ferrari; three smart single-seater Connaughts and others.

Parnell led from the start, with the Rebrab a rapid second despite emitting a smoke trail, Dobson and Downing (Connaught) next up. W. B. Black (Connaught) stalled on the line, losing practically a lap. By the second lap the Cooper-Bristol had a 12 secs. lead from Ken McAlpine's Connaught, Dobson, Barber and Downing. Another round and Downing was fourth, then the Rebrab dropped out, as did A. V. M. "Pathfinder" Bennett in his Cooper-Vincent.

There was no holding Reg Parnell and the neat green Cooper-Bristol, but the Connaughts were running well, sounding very healthy. Behind, a fierce duel developed between Dick Jacobs in the Frazer-Nash and Gerry Dunham in the unpretentious but surprisingly fast Rover-Marauder. The Luton driver, cornering at the very limit, drew closer



**BANG GOES SAXPENCE:** Cliff Davis (Cooper-M.G.) spins away his lead in the 1,500 c.c. sports-car race, while Jim Mayers (Lester-M.G.) the ultimate winner comes up behind.





*"XKs" EN MASSE: Fourteen Jaguars await the starter's flag for the W. Lyons Trophy race. Hugh Howorth, in the front row (centre), won after a great duel with Roy Salvadori.*

**Bright Meeting at Boreham—continued.** and closer; then, on the very last round he squeezed past Jacobs at Orchard, but his pace was too great, the Marauder spun right round and the engine stalled—a great effort nevertheless, warmly applauded by the crowd. Parnell, meantime, had crossed the line an easy winner in the Cooper by 19 comfortable seconds over McAlpine's Connaught while Dobson in the 1949 Ferrari held off Ken Downing to the end, to score a good third.

The idea of a race between identical cars has long appealed as a means of proving their drivers' respective ability. The "W. Lyons Jaguar XK 120" Trophy Race over 10 laps offered just such an opportunity, and if some of the cars possessed "appurtenances to speed" not enjoyed by all, the spectacle was nevertheless magnificent. Hugh Howorth reappeared with the familiar and very fast red and blue car of last year, and met a stern adversary in Roy Salvadori's buff machine, these two speedily getting to grips.

Howorth led off, but Salvadori passed him as the cars approached Waltham Corner, with Ian Stewart of the Ecurie Ecosse and J. H. Hemsworth third and fourth. Through Orchard Corner and down to Railway turn swept the long string of vari-coloured "Jags"—no snarl of open exhausts in this race, but instead the shrieks of protesting tyres, markedly audible above the smooth hum of engines. Salvadori still led past the start at the end of the first lap, but Howorth, watching his opportunity, slid ahead at Hangar Bend, while J. K. Hemsworth's white car, driven superbly, caught Ian Stewart, the Ecosse car somewhat off-colour.

On the fast stretch down to Railway, Salvadori, holding his braking to the very last, again caught Howorth; a lap later J. B. Swift ousted Stewart from fourth position, and on round six the unhappy Ecosse car ceded two further places to E. W. Holt and Michael Head. At the same time Howorth, making a superhuman effort, again snatched the lead from Salvadori at Hangar, only to lose it on lap seven when his speed at Orchard forced him momentarily off-course, Salvadori seizing his chance and nipping through.

J. B. Swift, meanwhile, had spun right round at Orchard, and Michael Head, who won the recent sports-car race at

Helsinki, Finland, with the same Jaguar, was now closing on Hemsworth; Ian Stewart gave up the race with his flagging car, and Graham Whitehead also retired. But all eyes were on Salvadori and Howorth—and the latter was right at Salvadori's tail. At Orchard the two cars were level, then the red and blue one inched ahead; as it slid outwards, Salvadori's drew up, both running neck and neck, until the slightly superior getaway of Howorth's car told, and he led by a length.

Behind was more excitement. Michael Head had at last caught Hemsworth for third place, the two white cars coming down to Railway close together; Hemsworth's car slid outwards, sending oil drums flying and skittering, and finishing up somewhat battered, the driver taking it straight into the Paddock, which let E. W. Holt into fourth place. Howorth ran out the winner by 1.2 secs. from Salvadori after a truly magnificent exhibition by these two drivers. Head was a good third, and the rest crossed the line in the order Holt, Air Vice-Marshall D. Bennett, D. T. Russell, Sir

James Scott Douglas, and E. A. Murkett.

Roy Salvadori had his revenge over Hugh Howorth in the next event, a five-lap scratch race for sports-cars of any capacity, but it was Oscar Moore in the "oversize" Jaguar-engined H.W.M. who took premier honours. Ron Willis's amazing BMW-Bristol jumped away into the lead, Salvadori and Hemsworth (Jaguars) and Oscar Moore in hot pursuit. Moore, putting on the pressure, caught Hemsworth, who spun at Railway, and then came up level with a fierce little Willis-Salvadori duel, shooting into the lead under the Jaguar bridge on round four. Then Howorth, his W. Lyons Trophy rival in sight, put on yet more steam, passing Willis to finish one second behind Salvadori, Oscar Moore a convincing winner 2.6 secs. ahead of the Jaguar pair.

Came the last of six very exciting races, the *Formule Libre* 10-lapper. The 13 runners included Reg Parnell, back in the cockpit of a 4CLT Maserati; Dennis Poore in the 3.8-litre Alfa, a truly immense vehicle in these days of skimpy looking 9 cwt. Formula 2 cars;



*CHEQUERED FLAG FOR MOORE: Oscar Moore wins the scratch sports-car race with the H.W.M.-Jaguar.*



Archie Bryde in one such "modern", the Cooper-Bristol; Graham Whitehead in the ex-Howe/Harrison/Shaw-Taylor C type E.R.A.; three Connaughts (Downing, McAlpine, Black); Guy Gale (3-litre Maserati); Oscar Moore (H.W.M.-Jaguar); Irishman Joe Kelly driving an E.R.A. for a change; Dobson's Ferrari; Richard's H.A.R.; Sir James Scott Douglas in an Ecurie Ecosse Jaguar and Fay Taylour, prominent lady driver pre-war, returning to the wheel in a somewhat ill-prepared blown 1½-litre Alfa. Following the tragic crash at the M.I.R.A. circuit at Lindley on 18th June, when Cameron Earl was killed while testing the Gerard 2-litre E.R.A., Bob Gerard was a non-starter.

The race story so far as the winner is concerned is quickly told, for Dennis Poore's Alfa, really given its head on Boreham's long straights and fast curves, ran right away with the race at tremendous speed, leading, save for a brief essay at Orchard Corner by Parnell on lap one, from start to finish, and creating a new lap record at 94.41 m.p.h. *en route*.

Behind Poore, however, intense excitement centred around the Parnell-Downing-Whitehead group, fighting for the next places. Parnell lay second for six laps in the Maserati, but the sight of Ken Downing's Connaught, an unblown Formula 2 car, hanging grimly on and matching the pace of a blown Formula 1 machine, which in 1948-49 won race after race, was eloquent of the progress made in racing-car performance in four short years.

Parnell, however, had another, faster, challenger to resist in the E.R.A., driven in really magnificent style by Graham

Whitehead, who lay fourth for four laps, then caught Downing and came right up to the "Maser's" stumpy tail at Orchard Corner on lap five. Through Railway and past the starting area he hung on until, beyond Waltham Corner, the E.R.A. slipped past Parnell into second place.

Amongst the rest of the field, Fay Taylour drove back into the Paddock after a slow lap or two in the Alfa, only to reappear later in the race. Sir James Scott Douglas was busily paring down the distance between his Jaguar and Clive Lones's 1,100 c.c. Kieft, but the Ecurie Ecosse Jaguars were having an off-day, and the Kieft was still ahead by the time Dennis Poore and the grand old Alfa had received the winner's flag.

Whitehead was a brilliant second, 4.2 secs. ahead of Reg Parnell, who held off Downing's Connaught to the end. McAlpine's Connaught was next home, while Bryde (Cooper-Bristol) entered Railway Corner on the last lap at seemingly impossible pace, but by dint of hard braking, emerged safely, seemingly unmoved, to take sixth place.

#### RESULTS

**Event 1. Sports-Car Handicap, Up to 1,500 c.c. (5 laps):** 1, J. C. C. Mayers (1,467 Lester-M.G.), scr., 13 mins. 19.4 secs. (79.49 m.p.h.); 2, F. C. Davis (1,496 Cooper-M.G.), 5 secs., 13 mins. 27.7 secs.; 3, J. Kelly (1,486 Jowett Jupiter), 1 min. 15 secs., 13 mins. 35 secs.

**Fastest Lap:** J. C. C. Mayers (Lester-M.G.), 2 mins. 11 secs., 82.44 m.p.h.

**Event 2. Sports-Car Handicap, Over 1,500 c.c. (5 laps):** 1, J. B. Swift (3,442 Jaguar), 35 secs., 12 mins. 26 secs. (80.48 m.p.h.); 2, R. F. Salvadori (3,442 Jaguar),

25 secs., 12 mins. 27 secs.; 3, J. Goodhew (4,500 Lagonda), 50 secs., 12 mins. 32 secs. **Fastest Lap:** Oscar Moore (H.W.M.-Jaguar), 2 mins. 5.6 secs. 85.98 m.p.h.

**Event 3. Formula 2 Scratch Race (10 Laps):** 1, R. Parnell (1,971 Cooper-Bristol), 20 mins. 5 secs. (89.62 m.p.h.); 2, K. McAlpine (1,960 Connaught), 20 mins. 24 secs.; 3, W. A. Dobson (1,955 Ferrari), 21 mins. 5.4 secs.; 4, K. H. Downing (1,960 Connaught), 21 mins. 10.2 secs. **Fastest Lap:** R. Parnell (Cooper-Bristol), 1 min. 58 secs., 91.53 m.p.h.

**Event 4. "W. Lyons Jaguar XK 120" Trophy (10 Laps, Scratch):** 1, H. Howorth, 21 mins. 22.2 secs. (84.29 m.p.h.); 2, R. F. Salvadori, 21 mins. 23.4 secs.; 3, M. W. Head, 21 mins. 49.4 secs. **Fastest Lap:** H. Howorth, 2 mins. 5.8 secs., 85.86 m.p.h.

**Event 5. Sports-Car Scratch Race (Any Capacity) (5 Laps):** 1, O. Moore (3,814 H.W.M.-Jaguar), 10 mins. 43.8 secs. (83.88 m.p.h.); 2, R. F. Salvadori (3,442 Jaguar), 10 mins. 46.4 secs.; 3, H. Howorth (3,442 Jaguar), 10 mins. 47.4 secs.; 4, R. Willis (1,996 BMW-Bristol). **Fastest Lap:** O. Moore (H.W.M.-Jaguar), 86.96 m.p.h.

**Event 6. "Formule Libre" Scratch Race (10 Laps):** 1, R. D. Poore (3,800 Alfa Romeo S.), 19 mins. 26.6 secs. (92.59 m.p.h.); 2, A. G. Whitehead (1,488 E.R.A. S.), 19 mins. 34.8 secs.; 3, R. Parnell (1,470 Maserati S.), 19 mins. 39 secs.; 4, K. H. Downing (1,964 Connaught), 19 mins. 42.2 secs. **Fastest Lap:** R. D. Poore (Alfa Romeo), 1 min. 54.4 secs., 94.41 m.p.h. (new lap record).

## DELUGE BY STARLIGHT

### Rain Spoils Knock Night Trial—Stewards Decide to Withhold Results

ONLY there wasn't any starlight—or any other sort of light. Nothing but swirling clouds of mist, apparently bottomless mud, and rain, rain, rain. When the Knock Motor Cycle Club chose the route for their 12-Hour All-Night Trial last Friday, they made it as "sporting" as it usually is. But from midnight it poured unceasingly, much of the route dye was washed away, and many of the competitors were either lost or bogged down in the Sperrin Mountains. The stewards, knowing that only a fraction of the entry completed the entire course, decided to withhold the results for the time being.

The skies held no warning of what was to come when the 50 motorists and 18 motor-cyclists left Belfast at 7.30 p.m. on the first stage of their 250-mile journey. A long climb to The Carn, on the Antrim plateau, was followed by a T-junction test and 20-odd miles of rougher country to The Battery, where the motor-cyclists followed the dye over still more corrugated terrain. Excused such antics, the four-wheeled brigade was sent off on a 14-mile map-reading section to Knockintennon and, judging by the

multiplicity of routes chosen, found it troublesome enough.

Reunited at Knockintennon, the field continued to Kane's Hill for a cross-roads test and, as darkness fell, continued to Cushendun to refuel man and machine. At this stage Paddy Newel (Morris 10) had dropped out with a blown radiator

hose and Ronnie Adams (Sunbeam-Talbot) also decided to retire. Of the motor-cyclists, Robin Bell (James) arrived after relining his clutch with beer bottle corks *en route*—a stout effort, but all in vain, as he was too late at the control.

Rain started to fall soon after the supper interval, filling the potholes on the mountain track to Newtown Crommelin and making life miserable for the motor-cyclists. Then came a 36-mile main road section to Draperstown—quite



**PATHFINDER:** Christopher Lindsay (Dellow), seen at the first test, later withdrew from the event in order to lay the route dye, when the official car broke down.



**Deluge by Starlight—continued**

straightforward, had the dye not begun to fade away under the downpour. Consequently, only six motorists and six motor-cyclists found a test after Drapers-town, the remainder driving blithely on into the Sperrin Mountains. About three o'clock on Saturday morning found them halting again, at an unidentifiable spot for which various picturesque—but unprintable—names were suggested. Plodding through glutinous mud, the soaked competitors heard that the route-laying car had broken a half-shaft. Chris Lindsay, in his blown Dellow, sportingly withdrew from the trial to lay the rest of the dye.

Then came fun indeed, as the mountain track wilted under the continual rain. Car after car came to a standstill in the slime, only to be forced on by the crews of the cars behind it. As the surface deteriorated and the number of heavies diminished, this system broke down, leaving the stragglers faced with a long reverse down the mountain to the main road. Dawn broke on a sad assembly—some on one side of the summit, some on the other, but all sodden, mud-splashed, and very, very tired.

Few saw the control at Sheskinshule, or the test at Creggan. Many were almost an hour behind schedule as they continued through Pomeroy, Dungannon and Portadown to take part in a 224 m.p.h. regularity test between Lurgan and Lisburn. Tantalized beyond endurance by an occasional whiff of bacon and eggs from houses on the way, the depleted field arrived at the Belfast control for the final test. Those who were more than one hour late—and your correspondent was one of them—found the Ormeau Embankment bare of control, officials, or test. Heigh-ho, and home to breakfast.

F. W. McC.

**B.A.R.C. EASTBOURNE RALLY**

The sixth Annual Rally organized by the British Automobile Racing Club and the Eastbourne Corporation takes place on 5th/6th July. Entries this year are more numerous than ever, not only for the driving tests to be held on King Edward Parade, on Saturday, but for the spectacular Midnight Concours d'Elegance at the Winter Garden.

On the following morning competitors assemble in Devonshire Place for the Concours de Confort.

**CAMERON C. EARL**

We regret to record the death, on Wednesday, 18th June, of Cameron Charles Earl, while testing Bob Gerard's 2-litre E.R.A. on the M.I.R.A. circuit at Linley, Nuneaton. Earl, who was Gerard's technical adviser, was travelling at relatively modest speed when the car overturned while braking.

Cameron Earl was responsible for the exhaustive research on German Grand Prix car design from 1934-1939, which was published by H.M. Government after the war. He also contributed a detailed investigation on the B.R.M. project to AUTOSPORT last year, the article arousing wide interest.

# LONDON M.C. AT REDHILL

**Good Driving, Good Fun, Good Practice;**

**J. C. Smith (Vanguard) Beats the Lot**

ALTHOUGH numerous Club members were heavily engaged at Annecy, and despite the fact that the Calendar offered a score of alternative attractions, the London M.C.'s second Redhill Driving Tests on Sunday, 22nd June, still collected an entry of 36 cars, of which 28 came to the starting line. Well organized but retaining the friendly informality of a Closed event, the meeting went off in good weather, no more than a drop or two of rain falling until, half an hour after the last run, the heavens opened to a violent downpour, too late to matter (but did we get wet!).

Half the field contested Class A—for Open cars up to 1,500 c.c.—and best times in the three tests held before lunch were recorded in this class—all by Rex Chappell's Dellow. The first involved reversing along one side of a line of pylons, and then forwards along the other side to a flying finish. Chappell's time of 13.8 secs. was exactly a second ahead of the next best—B. Watridge with the Peasmarsh Spl., A. C. Westwood's Balilla Fiat and Douglas Cotton (Cotton IV)—while only one or two of the heavier metal got down to 15 secs. The next test was a not-too-tight wiggle-wobble, taken first forwards and then back again in reverse to stop astride a line. Chappell's neat run yielded 30.2, Cotton next with 30.6 and Mostyn's swift ex-Crook Frazer-Nash best of the remainder in 32 secs. dead. Test 3 called for reversing out of a garage, forwards into two more (in either order) and on to a flying finish. Chappell (24 secs.) was fastest overall. E. W. Vero's Dellow clocking 25.6. Dennis Dent (Allard) was best in Class B (Open cars over 1,500) with 27.2; Mrs. J. A. Branford, whose handling of her Hillman Minx coupé was a feature of the meeting, returned 34.2 in Class C (Closed up to 1,500); and the larger closed cars were headed by N. Veronique's Consul with 31.6.

Test 4, after the luncheon break, sounded simple—start in a garage, reverse out, turn round, reverse in again—but was not uneventful. Jim Appleton, for example, with a very fast 8.6 secs. dealt devastation amongst the pylons in a sort of inadvertent flying finish; Doug Cotton selected first instead of reverse and charged the crowd; Michael Lawson (Lotus IV) clocked 9.6 but took a pylon with him. It was left to Westwood to return the best time unpenalized—11.0 secs.—Stanley Turner's Allard heading Class B with 12.0, Mrs. Branford topping Class C with 13.2, and P. W. S. White (Pilot) Class D in 15.4. Test 5 was the conventional forwards over Line B, reverse behind it, forwards to a flying finish over Line C. Fastest was Vero with 12.8 in Class A, Dent 13.0, Ginn's 16.8, and White in Class D with 15.8. Javelin and Steiner's Vauxhall each with 12.8.

Test 6 entailed a long acceleration over tarmac, a plunge on to the loose surface of a dispersal bay, round a pylon and a long run back to brake within a 15-yard area. Odd things could—and did—happen here, as I demonstrated when my Allard refused to slide on the

way in when I wanted it to, but spun in amongst the markers when I changed down on the way out of the bay. Best in the various classes were Jim Appleton (25.8), Mostyn (27.6), L. O. Leavesley (Hillman Minx, 32.8) and a tie in Class D between the Guardsvans of J. C. Smith and W. Rosson in 31.4.

Things had gone with such dispatch—despite a break to hear the commentary from Spa—that time was found to introduce a seventh test, in the shape of a lap round a small bay with the introduction of a tight chicane. Appleton, Watridge and Cotton headed Class A with 21.6, Mostyn took Class B with the same time, Ginn in Class C did 23.4 and Rosson's 24.2 was fastest in Class D. Lastly came a straightforward sprint, in which Jim Appleton had it his own way with 10.6 secs.

Marking (on the Class Zero Time system—the average of the three fastest becoming standard time for the Class) was quickly worked out, those who wished having another go at Test 6 the while for a special award, which Mike Lawson and the new Lotus together comfortably carried off in 26.0 secs.

BARCLAY INGLIS.

**PROVISIONAL RESULTS**

**Best Performance of the Day:** J. C. Smith (Standard Vanguard), 6 marks lost.

**Class A. Best Performance:** R. F. Chappell (Dellow), 32. **Runner-up:** E. W. Vero (Dellow), 33.

**Class B. Best Performance:** F. D. Dent (Allard), 9. **Runner-up:** S. S. Turner (Allard), 86.

**Class C. Best Performance:** B. D. S. Ginn (Javelin), 13. **Runner-up:** L. O. Leavesley (Hillman), 24.

**Class D. Best Performance:** J. C. Smith. **Runner-up:** W. Rosson (Vanguard), 22.

**Best Performance by a Lady Driver:** Mrs. J. A. Branford (Hillman), 54.

**Team Award:** Ginn, Smith and White 80.

**RACING AGAIN AT SNETTERTON**

AT the race meeting organised by the Eastern Counties M.C. at Snetterton next Saturday, 28th June, there will be competitors from seven invited Clubs. The programme includes sports-car, 500 c.c. racing-car, and *Formule Libre* races, and among the drivers will be Tony Crook and Roy Salvadori (Frazer-Nashes), Oscar Moore (H.W.M.), G. N. Richardson (R.R.A.), W. Black (Connaught), Joe Kelly (Maserati), S. Boshier (XK 120), Eric Thompson (Delage and Delahaye) and R. E. Pattenden (B.M.W.-Veritas). 500 c.c. drivers include Don Parker, George Wicken, Les Leston, W. Webb and Derek Annable.

Racing starts at 1.30 p.m., and the course is on the A.11 road between Thetford and Attleborough, Norfolk. The Eastern Counties Omnibus Co. are running special services for this meeting from Cambridge and King's Lynn.



**CLASSIC EXAMPLE.** Efficient pit work, planned and presided over by Bertie Kensington-Moir, played a vital part in the great Bentley victories at Le Mans

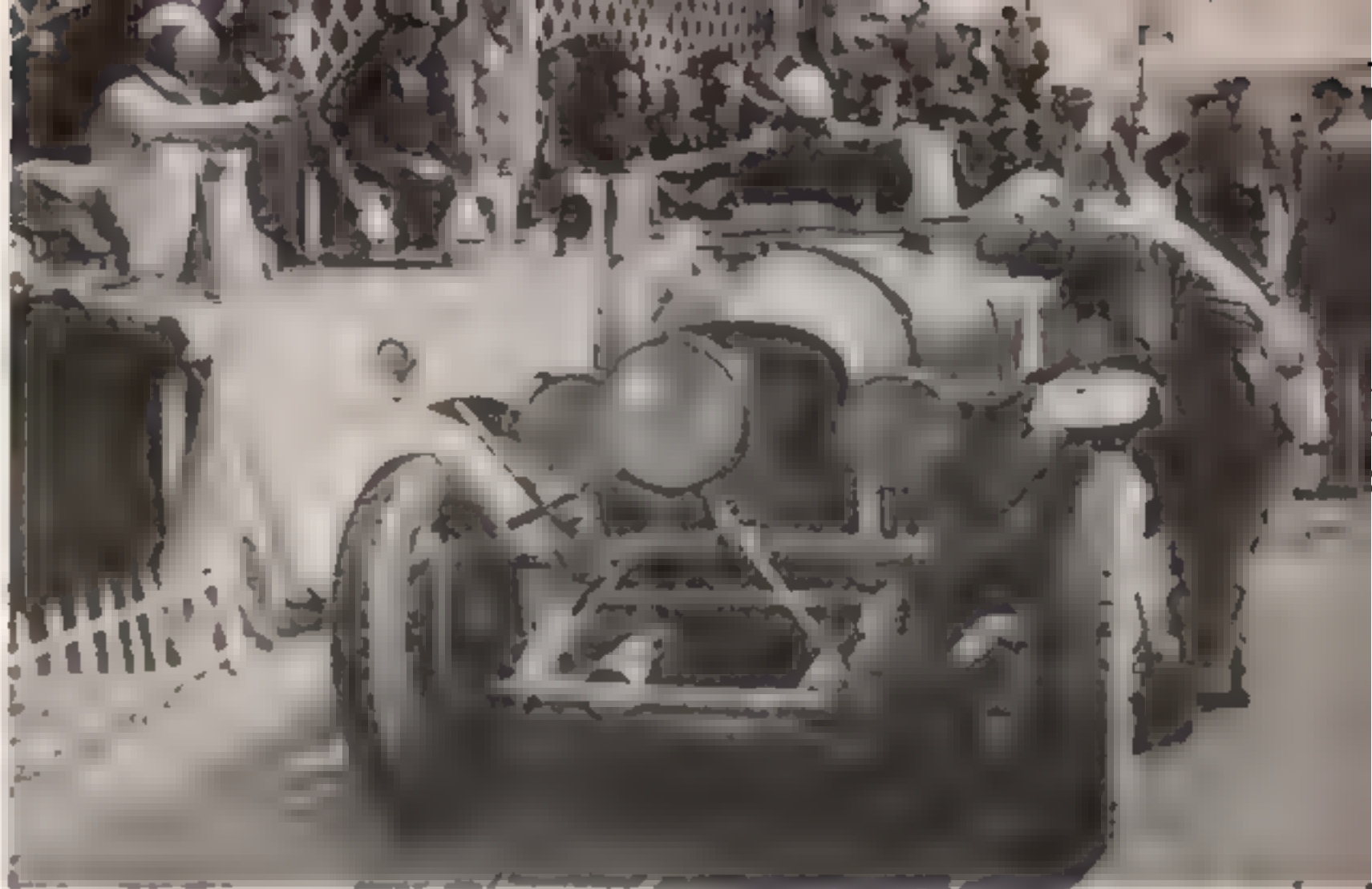
(Photo by courtesy of V. L. P. Davis)

## Technical and Otherwise

# PITWORK PITFALLS

by

John Bolster



IT is beyond dispute—and I am never tired of labouring this point—that the work of the mechanics is quite as important as that of the drivers, when it comes to winning a motor race. Furthermore, the drivers get all the praise and publicity, whereas the chaps who struggle and strive, for days and nights together, get nothing but weary bodies, bleary eyes, and a longing to go to sleep for a week and forget it all. The actual preparation of the cars is the most valuable contribution that these men make to the sport, and it would be true to say that most races are won or lost days, weeks, even months, before the event.

At this writing, I propose to focus attention on another side of the mechanic's work, and that is the combination of dreary waiting and split-second activity that takes place in the pits. It is immensely difficult for a driver to wrest one second's advantage from his most dangerous opponent, but it is fatally easy to throw away 10 or more seconds, just by lack of co-ordination and uneconomical movement. I am often employed in the pits during international events, and I get plenty of opportunity to assess the efficiency, or otherwise, of the various teams. What surprises me is the great difference in their systems, ranging from super-excellent to ultra-lousy, that one finds today.

### No Modern Idea

There is nothing new about pitwork, and the general pattern was established more than four decades ago. It is true that pressure refuelling systems, and the detachable electric starter, have come along fairly recently to expedite the function. Nevertheless, pitwork that would do credit to any modern stable was practised before the Kaiser War, and the team control of the Mercedes cars in the 1914 Grand Prix was a model of strategy and tactics that still repays close study.

It all boils down to this. When a car comes into its depot, certain jobs have to be done. Some of them are routine ones, such as refuelling, and others are of a surprise nature, by which I mean some unexpected repair or adjustment. Now, it is well known that refuelling is always rehearsed *ad nauseam*, but where imagination is required is in planning all the other tasks that may crop up, either separately or at the same time. Thus one may avoid the merry sight of men sprinting wildly round the stationary car, tripping each other up, and getting none of the troubles sorted out; what time

the apoplectic team manager shouts many words, none of which are fit for the chaste pages of AUTOSPORT.

I mentioned the team manager, and it is here, I think, that most *équipes* fall down compared with the great of days gone by. Who have we now to compare with Bertie Kensington-Moir? He was the man who exacted such fierce discipline, from drivers and mechanics alike, in the old "muzzle-loader" Bentley days, and yet was beloved by all. Even the small, private entrant, with his single car and friends acting as pit staff, should place one man in absolute command, and let his word be law.

### Task for a Diplomat

The team chief must be a person of the greatest tact, for there are some drivers who will fly off the handle or sulk, coo he never so gently as any sucking dove. On the other hand, there are those blokes who need a metaphorical kick in the pants every so often, and that's another job for the head man to do. It goes without saying that if the chap can do any job himself that the mechanics may have to undertake, his voice will have extra authority.

An operation that used to be practised assiduously was the rapid changing of a magneto. By certain tricks, and marking the right parts, the thing can be done almost as rapidly as changing a couple of plugs. Yet one sees cars pushed to the dead car park because the ignition has failed, and thus a race is thrown away for no good cause. It is perfectly true that modern magnetos are remarkably robust, but at high speeds they have an arduous duty to perform, and failure is not unknown. There are other bits and pieces, too, which can be changed in a quarter of the time after assiduous practice.

In addition to the mechanical experts, a pit houses an administrative side. A complete lap chart must be kept all the time, and even the slowest cars should not be left out. To attempt to control one's own car while one is in ignorance of a sudden spurt by a back marker is to trust far too much to guesswork. The whole idea of the set up is to keep the driver informed of his position, and to advise him whether he can afford to ease up a trifle, to preserve his hard-pressed machinery. Any lack of efficiency on the part of the chart keeper may allow the team to be taken by surprise, and then a car may have to be driven harder than is desirable, to counteract the delay. Of course, the continuous use of



**Pitwork Pitfalls—continued.**

a battery of stopwatches is essential if the picture is to be complete, and the driver is lucky indeed who can rely on the "paper work" side of the enterprise.

Many of the above remarks have been occasioned by my recent visit to Dundrod. I am in a charitable frame of mind, and so I shall name no names. Nevertheless, there were some goings-on in the pits that brought me near to tears, and many of the most elementary rules were being flouted for no reason at all. Bob Gerard

could never have won his resounding series of victories if he had been backed by pitwork such as this, and that goes for most of the winners, both now and in days gone by. There is an infinity of experience behind our sport, and the established way of running a pit has not grown up without much trial and error. Let us, then, be sure that we are using all the lessons from the past before we launch out into untried methods, and let us realize, once and for all, that the driver with a bad pit organization just hasn't the ghost of a chance.

## BRANDS HATCH AGAIN

Exciting Les Leston/Paul Emery Duels—R. G. Bicknell's "Double" with Revis

THE main feature of the Brands Hatch meeting was the two tremendous duels between Les Leston (Cooper) and Paul Emery (Emeryson). Although, in each case, Les Leston was finally victorious, the result was in doubt throughout. Both drivers equalled the existing lap record, and finally Leston was forced to achieve the first 70 m.p.h. lap ever recorded at Brands, in order to stay ahead. The actual figure, subject to official confirmation, was 71.15 m.p.h., a stupendous result.

The first heat of the Junior Race saw Brown (Arnott) take the lead, followed by de Lissa (Parker) and Clarke (Cooper). Powell Richards, in a new Kieft, came up to second place, but he then had motor troubles, which ended in a spectacular but harmless fire. Barclay, in the old-type Cooper that once belonged to Ken Carter, then took the lead, and held it to the end. An exciting struggle for second place finally went to Clarke, with Brown third.

In the second heat, G. G. Smith (Kent-Smith Special) was very fast, but when he retired at half distance, N. B. Johnson headed the procession, with N. Pugh second, and R. Button, who had briefly held the lead, third.

R. G. Bicknell won the third heat as he liked, in fact he had a real day out, being victorious three times in his amazingly rapid Revis.

The Junior Final (15 laps) was another Bicknell benefit, and he won by half a lap. D. J. Taylor (Arnott) went well in second place, but broke a chain after 10 laps, a malady that afflicted several competitors during the afternoon. J. Gregory and N. B. Johnson were thus presented with second and third positions, and they out-distanced the rest of the field by the length of the straight. It was not the most thrilling of races,

but when the Seniors came into action, all that was changed.

In the first of the two Senior Heats, we were electrified by a duel between André Loens, in Habin's Erskine-Stande and Derek Annable, in a Kieft. The cars actually appeared to touch each other on Paddock Bend, but no damage was done, and the battle continued unabated. Then Don Parker took a hand, and, with two of his characteristic sprints, passed both the protagonists, while Loens dealt with Annable, the finish being in that order.

The second Senior Heat produced the first of the aforementioned Leston-Emery duels. Les Leston led off the line, with Charles Headland (Kieft) second, and

Paul Emery third. Emery soon dealt with Headland, who could not hold the two flyers. Paul drove magnificently, but Leston made no mistake, and the close finish brought the crowd to their feet.

Our two heroes were at it again, hammer and tongs, or rather Cooper and Emeryson, in the final. To begin with, Leston was in front, with Don Parker second, and the rest of the racers were somewhat disorganized by a tremendous skid that George Wicken staged. However, on the third lap, Emery was past Parker, and challenging Leston. He actually took the lead on two occasions by sheer virtuosity on the bends, and for the whole 20 laps



**DUELLISTS**  
(Above) Charles Headland (Kieft) goes wide as Les Leston and Paul Emery hustle into the Paddock turn during their great fight for the Senior race.

**WORTHY WINNER:** (Left) R. G. Bicknell drove very fast in the Revis J.A.P., winning two events.

there was never a moment when these two were not in deadly combat. Of course, there were many other notable goings on, Loens performing a gilhooley at Clearways, and Harold Danzell running right out of road on Paddock Bend. Nothing could take our attention off Leston and Emery, however, and there were some hectic moments as they lapped the tail enders. Finally, in a desperate effort to overtake on the last bend, Paul broadsided wildly, and dropped to fourth place. He deserved better luck after his masterly driving, and we applauded to the echo.

Rain marred the two concluding events, a "Consolation" race and a





**Brands Hatch—continued**

Seniors v. Juniors race. This gave George Wicken a chance to show what superb control he has over his car on a wet road. Nobody could beat him, except the handicapper.

J V B

**RESULTS**

**The Junior Race, Heat 1:** 1. M. Barclay (Cooper), 62.37 m.p.h.; 2. J. Clarke (Cooper); 3. R. D. Brown (Arnott).

**Heat 2:** 1. N. B. Johnson (Cooper),

62.09 m.p.h.; 2. N. Pugh (Cooper); 3. R. Button (Cooper).

**Heat 3:** 1. R. G. Bicknell (Revis), 65.84 m.p.h.; 2. D. J. Taylor (Arnott); 3. J. Gregory (Iota).

**Final:** 1. R. G. Bicknell (Revis), 66.56 m.p.h.; 2. J. Gregory (Iota); 3. N. B. Johnson (Cooper).

**The Senior Race, Heat 1:** 1. D. Parker (Kelf), 66.64 m.p.h.; 2. A. Loens (Erskine Standard); 3. D. Annable (Kelf).

**Heat 2:** 1. L. Leston (Cooper), 67.92

m.p.h.; 2. P. Emery (Emeryson); 3. C. Headland (Kelf).

**Final:** 1. L. Leston (Cooper), 68.54 m.p.h.; 2. D. Parker (Kelf); 3. G. Wicken (Cooper).

**Consolation Race (Handicap):** 1. A. J. Nurse (Cooper), 63.20 m.p.h.; 2. M. Lambert (Cooper); 3. P. Seymour (Cooper).

**Juniors v. Seniors Race:** 1. R. G. Bicknell (Revis), 57.90 m.p.h.; 2. G. Wicken (Cooper); 3. J. Gregory (Cooper).

**THE COX MEMORIAL TROPHY RACE**

**Frank Bigger (XK 120 Jaguar) Wins Curragh Short Circuit Event**

A MIXED programme of car and motor-cycle racing was not improved by heavy rain storms and long intermediate periods of drizzle on the short triangular circuit in the Curragh, Co. Dublin, last Saturday. The entry list for the Cox Memorial Trophy race for cars was extremely poor, the only really fast cars entered being the XK 120 Jaguar of Frank Bigger, Redmond Gallagher's 1,000 c.c. J.A.P. twin Leprechaun and Dick Lovell-Butt's K3 Magnette.

Right from the start things took a bad turn. There appeared to be disension amongst the organizers themselves, the racing started unaccountably very late and control in general was very poor. During the first heat of the car handicap the surface of the road on the Hairpin became very loose and a hole appeared right on the corner itself. In this heat the highlight was the amazing speed of John Forrestal's very neat and solid little Ford special which he drove with great skill and determination, breaking his handicap wide open during a spirited duel with Tom Lord's TC M.G. A peculiar looking machine in this event was the Austin Special of V. Hennessy which was apparently mainly A.40 component built into a very low frame. Another car which was very well driven was the little Morgan 4/4

of Bill O'Brien; this, apart from some very short slides, was amazingly steady in the wet. A disappointment was the failure of M. D. Joyce's potent looking Ford ten-engined single-seater, the J.R.S.

In the second heat the faster machines appeared and at once the now regular battle between the TC M.G.s of Jack Stevenson and Nat Preston started all over again. After a few laps Stevenson pulled away from Preston and began a new battle with Frank Bigger's XK 120 Jaguar which appeared to be in trouble trying to get past the M.G. despite the flag marshal's efforts. On the last lap, by using the grass as well, Bigger passed the M.G. on the finishing line beating Stevenson by a very few inches. Torrie Large and Dick Lovell-Butt both had their troubles in this heat, the former retiring after only a few laps with carburettor trouble and Lovell-Butt suffering battery failure which left him minus petrol pumps on the K3 Magnette. Redmond Gallagher had the misfortune to melt a piston in the Leprechaun and so the field became very much thinned out. There was no incident except when Bigger managed to pass Stevenson just before the Hairpin, then found that his braking wasn't quite so good, and decided to take to the escape road. Despite this, he turned the Jaguar

and was back in the race quicker than this observer has ever before seen a motor-car turned round by means of the forward and reverse gears.

In the final, Bigger swished through the field, passing car after car and sailing along most majestically but deceptively quickly in the big "Jag". This type of car is very definitely a tremendous handful on the tight corners of this short triangular circuit, a fact which was even more pronounced on the slippery surface involved last Saturday. Preston had the bad luck to run a big-end and Jack Stevenson also suffered engine failure. Tom Lord drove an exceedingly fine race in his very standard-looking and still fully equipped TC M.G. W. J. Fitzgerald, driving a very stripped Ford Eight Special, scorned the use of his mirror, and caused serious baulking to more than one faster car, particularly to Tony Coleman, who was really motoring his TD M.G., but had to hold up his hand for a considerable distance before he was given a clear road.

Three laps before the finish Bigger took the lead and won by an easy margin increasing his speed by over six miles an hour on that he achieved over the same distance in his heat. Lord took second place, followed by Coleman, then Hennessy on the Austin Special.

A most unfortunate occurrence had taken place just before the final when it was decided that, in view of his misfortune over the dead battery and the fact that he had trailered a racing-car all the way from Belfast, Dick Lovell-Butt should be allowed to run in the final, despite the fact that he hadn't qualified for same. Everyone was pleased at this announcement, but Dick arrived on the starting line only to be told just before the flag dropped that the Clerk of the Course (a Club committee member) had decided after all that he couldn't run! This and other incidents of bad organization caused many hard feelings that day and discontent in many quarters spoiled thoughts on some really excellent driving.

H. A. O'BRIEN.

**RESULTS**

**Heat 1:** 1. F. Forrestal (1,172 Ford), handicap, 1 lap, 1 min. (51.33 m.p.h.); 2. T. D. Lord (1,250 M.G.), 1 lap, 1 min.; 3. P. Murphy (1,250 M.G.), 1 lap, 1 min.

**Heat 2:** 1. F. E. A. Bigger (3,442 Jaguar), 1 min. (54.34 m.p.h.); 2. J. G. Stevenson (1,250 M.G.), 1 min. 3 secs.; 3. A. Coleman (1,250 M.G.), 1 lap, 20 secs.

**Final:** 1. F. E. A. Bigger (3,442 Jaguar), 1 min. (57.97 m.p.h.); 2. T. D. Lord (1,250 M.G.), 1 lap, 1 min.; 3. A. Coleman (1,250 M.G.), 1 lap, 20 secs.; 4. W. Hennessy (1,200 Austin), 1 lap, 1 min.; 5. P. Murphy (1,250 M.G.), 1 lap, 1 min.; 6. J. D. O'Leary (1,250 M.G.), 1 lap, 40 secs.



**WELL HELD, SIR!** Frank Bigger, on his way to an easy win in the final of the Cox Memorial Trophy race, just holds a nasty front wheel slide while cornering in the rain.

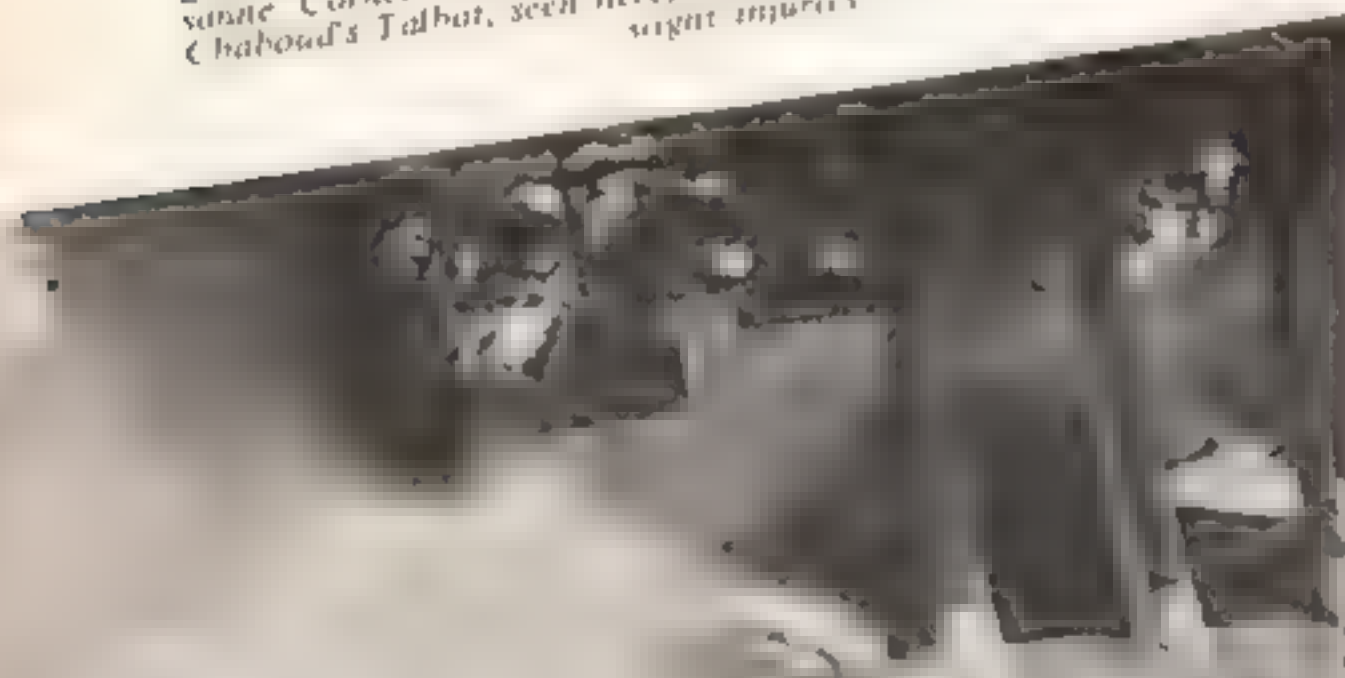




**REPLICA NASH** (Above) Gerry Rutlock in the 2 litre Frazer Nash which he co-drove with R. F. Peacock into 10th place

**VICTORS' COMFORTS** (Top Centre) Fritz Rues, co-winner with Hermann Lang, finds the cockpit ledge on the Mercedes Benz saloon forms a useful glove shelf

**QUICKSANDS** (Below) The sandbanks on the outside of Mul-sanne Corner have lured many a car off course at Le Mans. Chaboud's Talbot, seen here, overturned the driver escaping with slight injuries

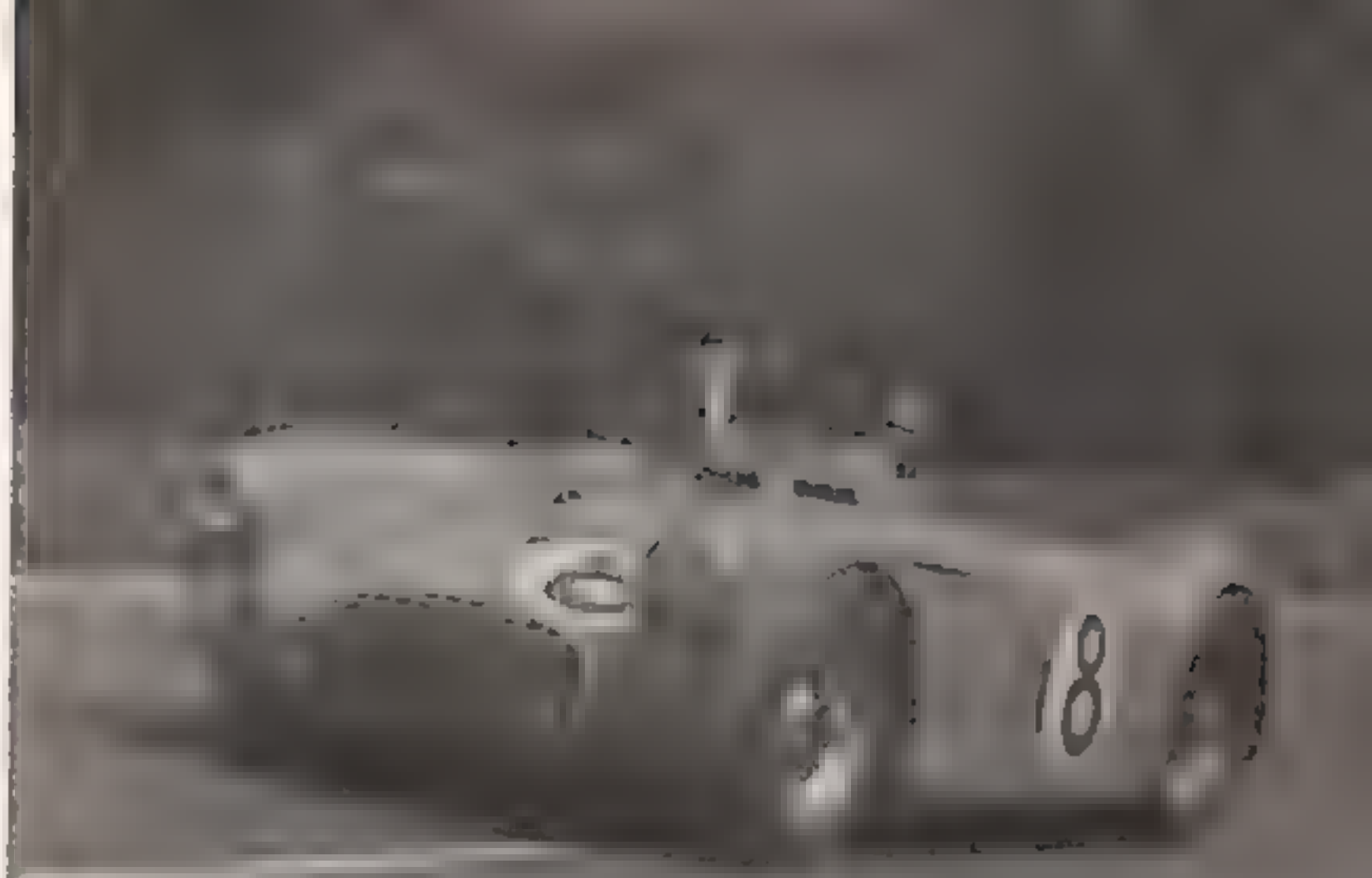


# THE TWENTIES

SCENES FROM THE DRAMATIC GRAND  
WON BY GERMANY'S NEW MERCEDES







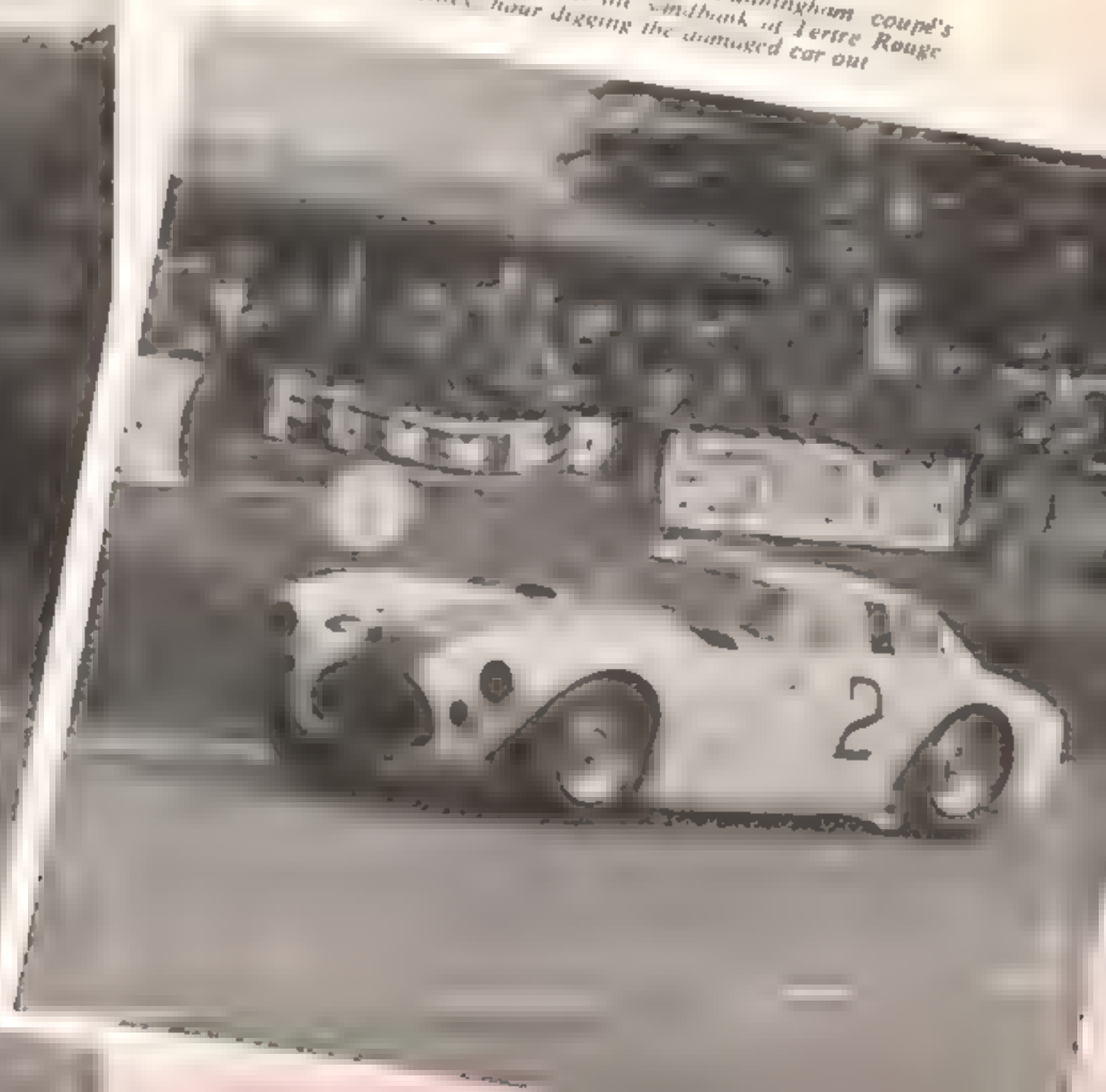
# CH "24 HOURS"

D PRIX D'ENDURANCE OF JUNE 14/15,  
DES-BENZ AFTER TALBOT MISFORTUNE

**SARTHE HERO** (Above) The drama of this year's race centred on Pierre Levegh who lost certain victory an hour before the end through engine trouble on his 4½ litre Talbot

**THE MBS DOWN FOR BRITAIN** (Left) Duncan Hamilton's sleek Jaguar belches smoke at Terre Rouge prior to retiring

**CLOSED CUNNINGHAM:** (Below) The Cunningham coupe's run ended after Duane Carter hit the sandbank at Terre Rouge. He spent a fruitless hour digging the damaged car out





## The Twentieth "24 Hours"—continued



**AID TO COOLING:** (Above) A large intake on the wing of René Dreyfus's 4.1-liter Ferrari deflects air on to the rear brakes.

**AID TO ADHESION.** (Below) I.F.S. details of the fast little Osca coupé are revealed as the Dunlop expert checks tyre pressures before the start



**CHANGE OF UNIT:** (Left) Encountering baffling carburation problems on the Cunningham coupé during practice, the American équipe changed the entire engine. Note laterally finned brake drums and robust suspension on the car

**GRUBBERS GATHERING:** (Below) British "notabilities" snapped here at Grubers Restaurant before the race include Duncan Hamilton (with glass raised), Tony Rolt, Peter Walker and George Abecassis



**DAIMLER-BENZ** themselves would be the first to admit that their victory at Le Mans owed not a little to the Goddess of Fortune. The two Mercedes-Benz coupés could not possibly have caught Levegh's Talbot, and in fact, Neubauer had long since given up any idea of increasing the lap speeds of his cars.

Pierre Levegh's own explanation of the failure of his streamlined two-seater, when victory seemed certain, is that the car was fitted with a perfectly standard, touring-type crankshaft, made in France, and not one of the Laysall shafts known to be used in other cars. Although he states that he always kept 300-400 r.p.m. in hand, he admits that nearly 23 hours at the wheel may have made him careless.

Talking to Amedée Gordini in Paris, just after the race, the great French tuner confessed that it was possible that the failure of the front brake on Manzon's Gordini may have been due to an error in fitting the shoes. The linings had completely worn away on both shoes, and one had actually come adrift, owing to the breakage of an anchor pin.

Everyone was most upset when Manzon retired. The little 2.3-liter blue Gordini was the talk of Le Mans, not only for its astounding speed, but for its remarkable road-holding.

To Robert Manzon must go most of the credit for the "six". Gordini,



brought up on Simca-Fiat tradition, pinned his faith on the four-cylinder cars, but Manzoni persuaded him to develop a six-cylinder engine, based on the 1951, twin-o.h.c., 1½-litre car. The prototype engine showed such promise on the test-bed, that Amedée decided to go ahead with several 2-litre Formula 2 cars, and a slightly larger-engined machine for sports-car racing—and for the 1954 formula??

Such has been the sympathy for the struggle of the non-supported Gordini *équipe* since it cut away from Simca, that a subscription list was recently opened by prominent French newspapers.

Naturally, the unhappy elimination of the Jaguars caused much consternation amongst British supporters, and did much to rob the race of its main International interest. However, Coventry is not discouraged. A mistake was made, and is admitted. The overwhelming success of the hastily developed Type C in 1951, may have given Jaguar engineers a sense of over-confidence. The existence of a proper testing-circuit in Great Britain would definitely have brought the overheating troubles to light. For example, the long Melbourne straight at Donington Park would also have shown that the faster 1952 Le Mans cars had not quite the same, first-class handling properties of their predecessors.

Returning to the overheating problem. Although it is undeniable that the inclined radiator, small air-vent and remotely placed header tank contributed to the trouble, dare one ask the question: "Did Jaguar engineers ask for a sample of the two types of fuel permitted at Le Mans?"

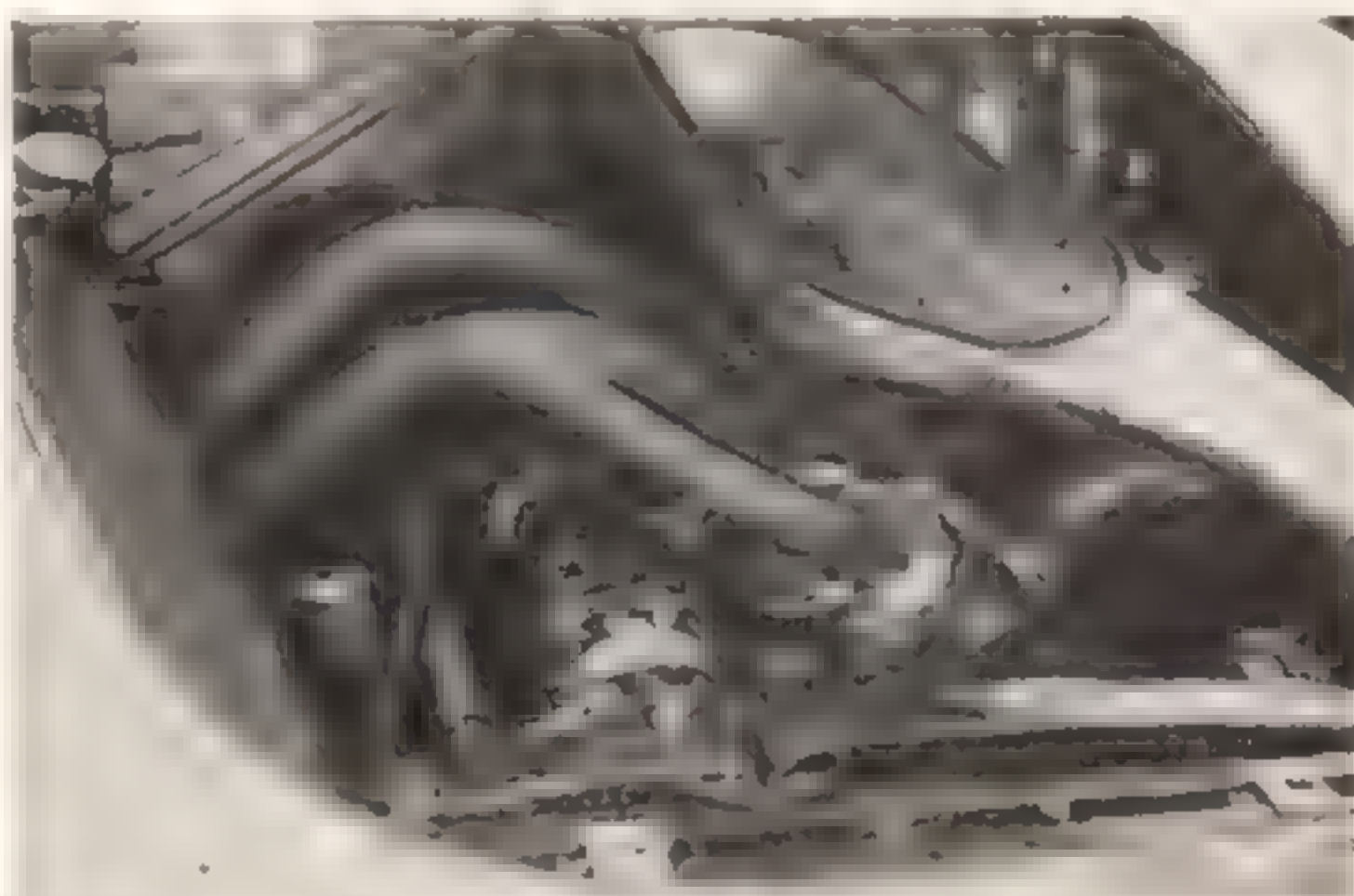
Aston Martin were placed in rather a quandary. The 2.9-litre engines displayed overheating tendencies at Monaco, and two were badly damaged. Jealous of the marque's reputation for 100 per cent. reliability, it was decided to run the DB's with the well tried 2.6-litre engines. It was sheer bad luck that two of the cars should suffer rear-axle failure, and one water-pump troubles. The axle failures may have been due to seizure of the differential, owing to the very high oil temperatures created by the use of a fairly new-type hypoid axle. This, of course, is only conjecture, as at the time of writing, the cars had not been fully examined.

The two Allards were rather unlucky in that no really serious breakages eliminated them. The curious-looking air-intake was the work of Zorra Dunston and by specially creating an additional venturi-effect by means of multi-pipes the engine was said to push out a great deal more b.h.p. G

## ECURIE ECOSSE FOR RHEIMS

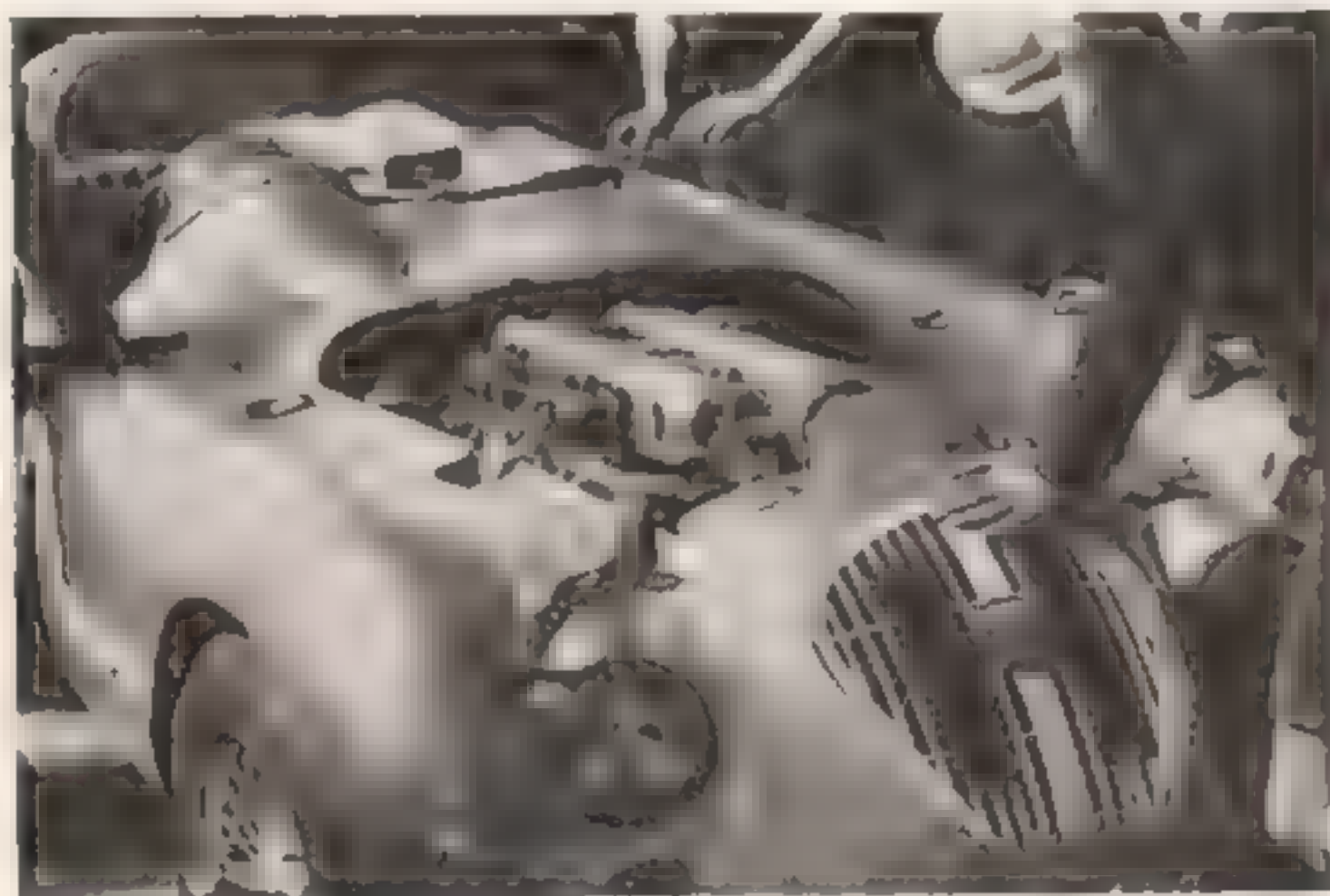
THE A.C. de Champagne have invited Ecurie Ecosse to take part in the three hours sports-car race which precedes the Grand Prix of France on the reconstructed circuit. Two XK 120 Jaguars will appear, drivers Ian Stewart and Sir James Scott Douglas. This will be the first occasion in which an all-Scottish team has raced in a Continental event. They will be faced by strong Ferrari and Gordini opposition.

Cooper-Bristols will appear in the Grand Prix, and Mike Hawthorn will drive the car which went so well at Spa. Official Ferrari and H.W.M. entries are also expected, while de Graffenried may drive the Maserati-Platè.



**HONNETS OFF AT LE MANS.** (Right) The 2,996 c.c. o.h. camshaft six cylinder engine of the winning Mercedes-Benz. Inlet and exhaust manifolds are on the same side of the block.

(Below) Well filled bonnet of the 4,135 c.c. six cylinder Nash-Healey driven by Veyron and Giraud-Cabantous. The sister car, driven by Johnson and Wisdom, finished third.



## JERSEY ROAD RACE

THE Jersey International Road Race, organised jointly by the B.A.R.C. and the Jersey M.C. & L.C.C. takes place on 10th July. Restricted to sports-cars complying with B.A.R.C. competition rules, the event will be run in two heats and a final, to the following timetable: Heat 1 (10 laps), 3.00 p.m.; Heat 2 (10 laps), 3.45 p.m.; Final (20 laps), 4.45 p.m.

The admission rates are as follows: Stand Seats: 30s. reserved (covered section), 20s. reserved, 15s. reserved, 10s. unreserved.

Admission to Enclosure: Adults 3s. 4d., Children 1s. 9d.

Applications for advance bookings should be made direct to: The General Secretary, The Jersey M.C. & L.C.C., Lyndhurst, Raleigh Avenue, St. Helier, Jersey.



# ON BEING A SPECTATOR

By  
Raymond Groves



LOGICALLY there is no reason to suppose that anyone who reads this will be anything but a confirmed, dyed-in-the-wool, motor-racing enthusiast, to whom it will all seem absurdly elementary. On the other hand, it may possibly come into the hands of someone who has been attracted by the cover of the magazine on a bookstand, or picked it up in the waiting room of a dentist with a passion for getting the maximum R P M. from his drill, by which means the seeds of a great enthusiasm may have been sown.

Even now, he, or she, may be waiting impatiently for the opportunity to endure the pains and joys of watching his, or her, first motor-race, and, as no journalistic Uncle or Aunt has yet appeared to answer the queries of those about to spectate, a few notes on the subject may not prove amiss.

Before you can achieve the full-blown status of a slightly deafened, slightly dazed spectator, with just that suspicion of a headache that marks the end of a perfect day, you have to go through the initiatory rite of reaching the course. If you forgot to set your alarm clock, or had to go back to make sure the front door was shut, you will probably become involved in a bumper to bumper jam for the last half dozen miles or so, as the majority of intending spectators will have made the same mistakes, or else have cherished the illusion that, to get there half an hour before the race, would give them just nice time to eat their lunch. If, through circumstances beyond your control, a late start is unavoidable, remind your wife to bring her knitting and put *War and Peace* or *The Decline and Fall of The Roman Empire* in the car as ballast that may also prove useful in helping to pass the time.

Should you be one of those careful law-abiding souls who obey all instructions to the letter, however, you will get to the course absurdly early, and find you have a magnificently unobstructed view of a corner that promises some exciting battles with centrifugal force when "the snarling pack" is, eventually, unleashed. But, to assist in keeping this magnificent view, the spectator should be forewarned of several kinds of pest who practise infiltration tactics from behind. Some, like the common "heel treader" and "elbow-thruster" are found wherever crowds flourish and, no doubt the intending spectator will have evolved from long experience some technique for coping with them. But there is one variety of the species that relies on a very ingenious kind of fifth column activity and is found chiefly at sporting events.

Just before zero hour, when necks are craned and eyes strained towards the start, there is a light touch on the shoulder and an apologetic voice from behind says "Would you mind letting my little boy come in front of you?" He can't see a thing from here." Cunningly based on an appeal to your better nature, this rarely fails to meet with success, and you move over to let "little Johnnie" through to get a clear view of the thing. You may even take pleasure from the action, and bask in a glow of righteousness as you watch the little fellow enjoying the view you have made possible for him. But these feelings will vanish abruptly a little later when you want to study just how Fangio drifts this curve, and find that "little Johnnie" is now conveniently feeling sick and, to be nursed back to health, has been

joined by Father, Mother and Aunt Fanny with her boy friend, who has the thickest and most obstructive head this side of the Iron Curtain.

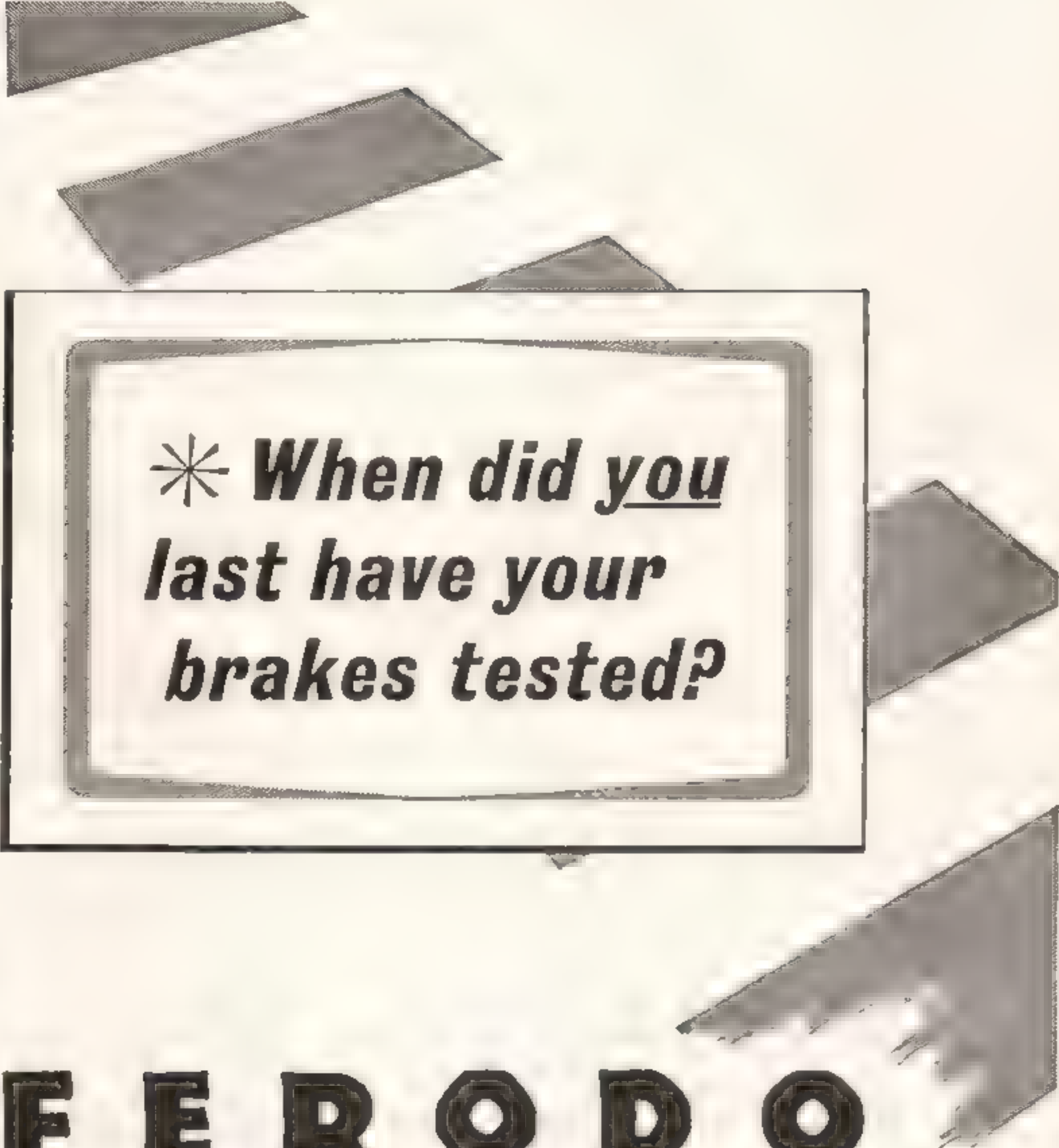
Once this has happened, you might just as well not have got up at 4.30 a.m. and endured all those tinny gramophone records over the P.A. during the hours of waiting. It is difficult to suggest a remedy for this tactic, but you can always insist on nursing "Little J" yourself or, if his Mother is insistent that she is his best friend in the circumstances, pass him back to the bosom of his family until he recovers.

Facing you on the grass verge you will probably see a neat little notice board bearing the sinister words, "Motor - Racing Is Dangerous." Most spectators wonder why these boards are turned towards them, and feel there would be more point if they faced outwards to the daring racers. However, they give you a reckless, devil-may-care feeling, and you may picture yourself laughing, nonchalantly, later to nervous maiden aunts, and saying: "Oh, yes, I suppose it was dangerous, but, after all, what is life without a soup-*çon* of peril?"

If you take food with you it is as well to eat it before the racing gets under way. Acute indigestion can be caused by eating and spectating at the same time, as the food tends to skate round the tortuous hairpin bends of the digestive tract at speeds approaching the bolides you are watching. Not unnaturally this causes congestion as great as the traffic jam on the way to the course, and may, indeed, be one of the reasons for warning you that "Motor-Racing is Dangerous."

(Continued on page 822)





**\* *When did you  
last have your  
brakes tested?***

**F E R O D O**

**BRAKE LININGS**

*Make Motoring Safe*



**On Being a Spectator—contd**

On opening your programme you will find several very complicated pages of squared paper with numbers along the top. The whole thing looks very mathematical and frightening, and if, on inquiry, you are told that it is a lap chart, its significance will probably remain obscure. As the race progresses, you will find your neighbours writing numbers furiously in the squares and, apparently making abstruse calculations to the nearest decimal. Deafened and dazed by the unaccustomed noise and colour, you will most likely be overtaken by that



*"If you take food, eat it before the racing gets under way."*

panic-stricken feeling that attacks a student in an examination room who sees everyone writing madly while he cannot answer a single question himself. Do not let this cause alarm and despondency. The race will run its normal course whether you fill in the squares or not, and you will get far more fun if you look at the cars and not the lap charts. In any case, you can always use them for making up cross-word puzzles afterwards.

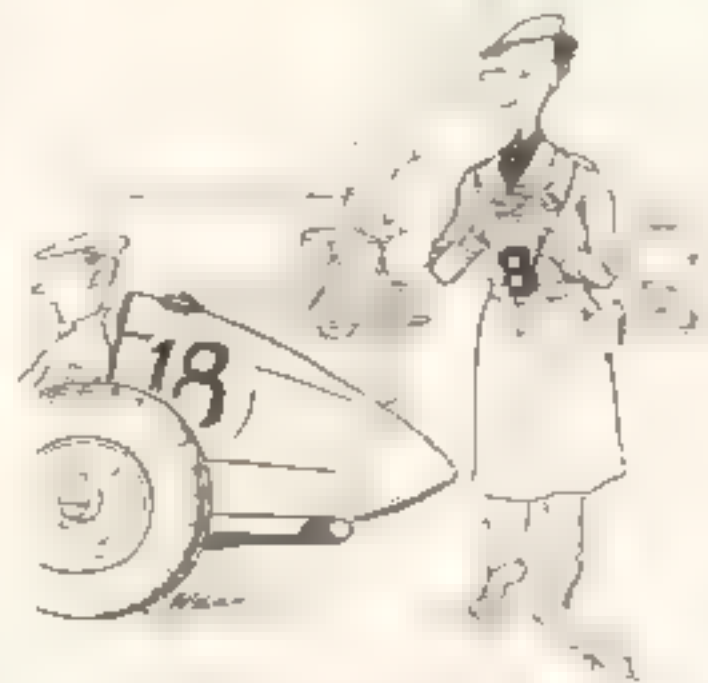
If you do not have a ticket for a grandstand, you may be tempted to follow the example of others who bring their own portable grandstands to motor-races. These have grown from their crude packing case and empty oil drum origins, to miracles of complexity and ingenuity, complete with roofs, seats and all mod. cons. But, if you are the kind of person who gets in a tangle with a deck chair, it is as well to have nothing to do with them. The fire brigade would have to be summoned to release you if you got mixed up with a six-seater of your own construction that had turned sulky.

Should you be one of those

superior people who have a ticket that admits them to the paddock, you will be able to leave the common herd and pass into an atmosphere almost as exalted, but not so sartorially correct, as the Royal Enclosure at Ascot. The rule here, as at Ascot, is that everyone must be labelled and the labels from beer bottles or your old identity discs stand very little chance of getting past the gatekeeper, who is an incorruptible Cerberus of the highest efficiency. Even though you may have the correct label, he will probably make you feel as though he suspects you of having got it by false pretences. But once inside, you will find it as exciting as a visit backstage at the theatre. Instead of scene shifters, you will see mechanics hard at work in their natural surroundings, and the drivers themselves will be walking around looking, as actors do off-stage, very much like normal human beings. Some of the cars you have seen tearing by on the course with an exhaust note like a diving aeroplane, will be standing quietly at rest with their working parts exposed to the vulgar gaze, and a curious air of tranquillity about them that suggests it will be some time before they become mobile again.

Here, if you are not a knowledgeable enthusiast, it is very easy to drop a "clanger", so keep your voice low, or, better still, do not say anything at all but listen to those around you, from whom you will pick up many pearls of wisdom.

There is no hard and fast rule about clothing for the spectator but bowler hats are somewhat unusual. You will feel most at ease in an old riding mac, preferably well stained



*"... when the first whiff of burnt racing dope smells as sweet as rain on parched earth."*

with lubricant, and a common or garden cap, worn at an angle that suggests you have arrived in a vintage Bentley with aero screens. However, almost anything that decently covers your nakedness will do, and you will find your fellow spectators friendly and tolerant in this matter, as in all others.

Having been initiated into the rites of spectating, you will find that, like smoking and beer, it is impossible to give it up. In common with most great pleasures it can be accompanied by a certain amount of discomfort but, in retrospect, the discomfort will be forgotten, and only the pleasure remain. Every time you get soaked to the skin in incredible downpours during the race, or jammed in traffic on the approaches to the course, you swear that you will never come again. Nevertheless, the next race will find you there, earlier than last time, looking eagerly down the road towards the start, and waiting for that first, curiously exciting, staccato snarl of a racing-car being revved up. And, when the first whiff of burnt racing dope smells as sweet as rain on parched earth, you can be fairly sure you have passed out of the spectator stage and have graduated into a fully fledged enthusiast with all the correct diplomas.

### FISCHER WINS SWISS NATIONAL HILL-CLIMB

THE Swiss national championship meeting at Stoos was held in wonderful weather, drawing a record number of entries. Reigning champion Rudolf Fischer, his Ferrari equipped with a brand new 4-cyl. 2½-litre engine straight from the works, was some 20 secs. faster than his stable mate of the Ecurie Espadon, Peter Hirt, on the 2-litre Ferrari. Hervé, staunch supporter of English cars, had his usual ill-luck, his H.W.M. completing the course on 3-cyls. Hervé is convinced that the lack of one cylinder should not adversely affect his performance—Goldie Gardner does it!

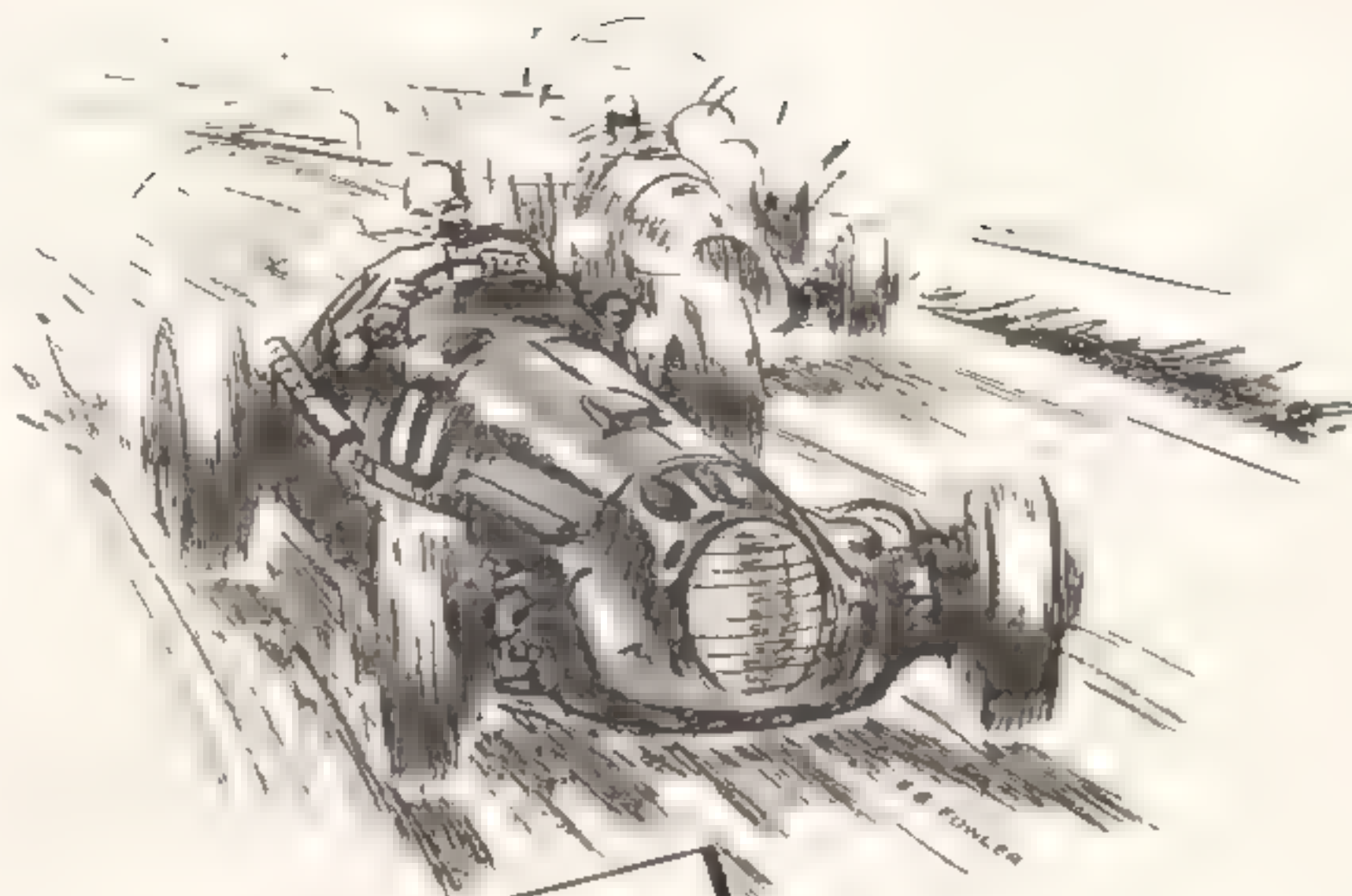
The sensation of the day was a Jaguar coupé which sounded like four Maserati-Milans in action, but was unfortunately just as unreliable.

HANS TANNER

#### RESULTS

1. Fischer (Ferrari), 4 mins. 15.6 secs.; 2. Hirt (Ferrari), 4 mins. 37 secs.; 3. Max de Terra (Simca-Gordini), 4 mins. 43.1 secs.; 4. Max Christen (Maserati, Suiza), 4 mins. 44.8 secs.; 5. Hans von Tscharnier (Ferrari sports), 4 mins. 55 secs.; 6. Hervé (H.W.M.), 4 mins. 56 secs.





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# CORRESPONDENCE

## Le Mans

THE AUTOSPORT editorial in the Le Mans issue attributes the overheating troubles of the Jags and the Aston Martins to the lack of a proper testing circuit in this country.

While such a circuit is much needed, there are Silverstone and Boreham, which is faster than Silverstone, which could go a long way towards providing a high speed testing ground for home-built motors, if the manufacturers like to take advantage of them.

Surely it hardly needed a specially built testing circuit to bring the Jaguars' troubles to light—almost any fastish track would have done that.

To an onlooker it seems as if the "Mercs" had the "Jag" boys more than a little worried, so that they ended up by rather overdoing things, when as it turned out the current "Jag" motor in last year's clothes would have seen the Mercs off comfortably, judging by the comparative distances of 1951 and 1952.

If AUTOSPORT's editorial wants something to beef about, why not tackle H.M. Government on the question of currency allowances for competitors going abroad?

CHELMSFORD, ESSEX.

P. DENDY

## Drivers, Not Cars, Make Racing

I HAVE read with interest the recent correspondence concerning the suitability of Formula 2 racing and its general entertainment value. The classic Grand Prix formula 1 has, over the past few years, established itself very firmly in the hearts of motor-racing enthusiasts, but I do feel that the potentialities of the new formula are truly great.

To my mind, however, it does not matter whether it be Formula 1, 2 or sports-car racing which we are to see, providing that the drivers are of the top rank and that the meeting is supported fully by "works" teams. An accomplished driver of, say, Fangio's class, takes his car through the corners with the same verve and skill, whatever type it may be. So long as we see stars—who must always attract the crowd—and have works teams entered, motor-racing will continue to thrive.

I consider that the presence of the Ferrari *équipe* at the last Silverstone meeting would have removed many of the grumbles which we have heard about reliability and the like.

Reverting to another topic, I wish to associate myself very strongly with the editorial column in your issue dated 30th May. Why could not the recently introduced Austin 7 have been a classic 750 c.c. car? Perhaps a little later a sports model could have been introduced and factory stage tuning rather on the lines of the M.G. made available.

FOLESHILL, COVENTRY.

R. A. PRICE

## Stamina of Formula 2 Cars

THE Lister Trophy, which may well be the last race run under the existing Formula 1, has given us an insight into the future of *Grandes Epreuves*. Hawthorn's second place would seem to indicate that the 2-litre and 2½-litre cars will be worthy if not superior successors to their larger brethren. However, though the general handling qualities of the 2-litre machines in general and the Cooper-Bristol in particular are outstanding, I was personally rather perturbed by the mechanical bothers of the Cooper when compared with the five other finishers.

While Formula 2 has many advantages, its advocates should consider the effect of long races, every week-end, upon small, highly tuned engines. They should also bear in mind the fact that Formula 2 machines are driven at full throttle over a far greater proportion of a circuit than are Formula 1 cars.

Finally, the increase in importance of the 2-litre car has led to a great increase in the power output, 50 per cent increase being a fair estimate since the Formula's inception, with a not entirely unexpected fall in reliability.

How much of a mixed blessing this development is can be seen by comparing the number of finishers in the 1,100 c.c. race at Monza, the entries being comparatively undeveloped designs, and the number of survivors after three hours' running in a G.P. de France. I do not think it unreasonable, therefore, to expect that by 1954 the unblown 2-litre to 2½-litre car will be about the most unreliable type of racing-car in the last 30 years.

JAMES C. WFRM.

GREENFORD, MIDDLESEX

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COOPER-BRISTOL  
FORMULA II CARS  
are equipped  
with

GALLAY



RADIATORS  
FUEL TANKS &  
OIL COOLERS

## 1952 Successes include

### BARC Goodwood Easter Monday

1st LAVANT CUP Formula II  
1st CHICHESTER CUP "Formule Libre"  
2nd RICHMOND TROPHY Formula I

### BARC Goodwood Whitsun

1st SUSSEX TROPHY "Formule Libre"

### Ulster Trophy Race

2nd Formula I

### Grand Prix d'Europe at Spa

4th Formula II

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DENNIS POORE

(Alfa Romeo)

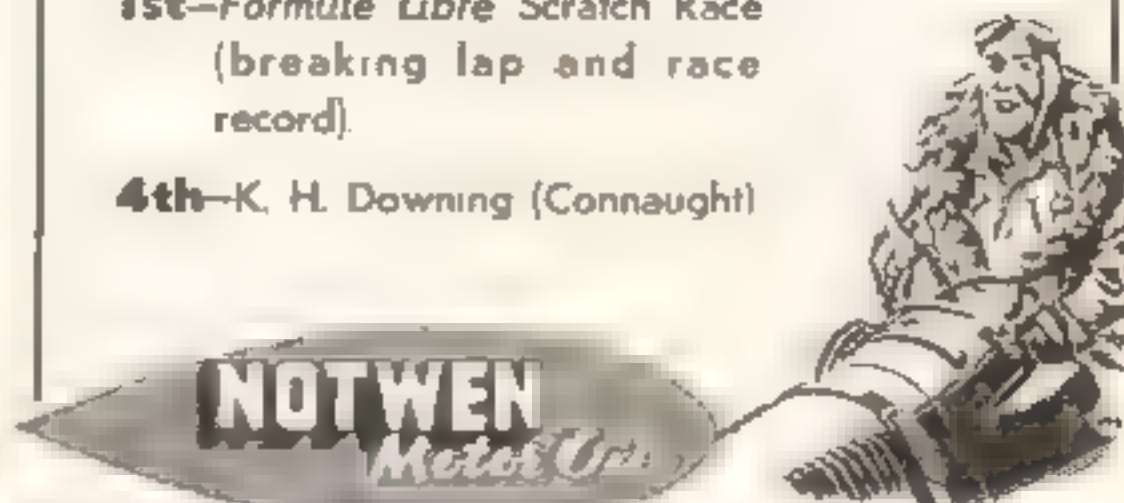
WINS ON

NOTWEN OIL

BOREHAM — JUNE 21

1st—Formule Libre Scratch Race  
(breaking lap and race  
record).

4th—K. H. Downing (Connaught)



THE CHOICE OF THE MAN WHO KNOWS



# NEWS FROM THE CLUBS

Club Secretaries are invited to send details of the activities of their Clubs for inclusion in this section. We would like you to regard this in the nature of a weekly Club Magazine, and a speedy way of informing your members as to future happenings.

## SUNBEAM-TALBOT O.C. SCOTTISH RALLY

English, Irish and Scottish competitors took part in the Sunbeam-Talbot Owners' Club's Scottish Rally last weekend, but the laurels went south with that competent Sunbeam-Talbot type Gordon Greaves, of St. Anne's, adding very handsomely to his stock of silverware.

From four starting points—Hexham, Glasgow, Edinburgh and Turnberry—the troops made their devious ways to Dumfries. This road section was interesting but not taxing and Roy Hastie (Hillman Minx), covering the 150 miles from the Glasgow control, found it a pleasant change from his last rally. No wonder!—his previous outing was to Monte Carlo as co-driver to Maurice Anderson.

At Turnberry airfield energetic secretary F. J. Nutt, aided by Tom Mulcaster, Jimmy Duncan and clerk of the course Norman Garrad, had laid out a series of driving tests, and it's a long time since I've seen tests organized so neatly. There was the absolute minimum of waiting time between each test and officials were well briefed as to their duties.

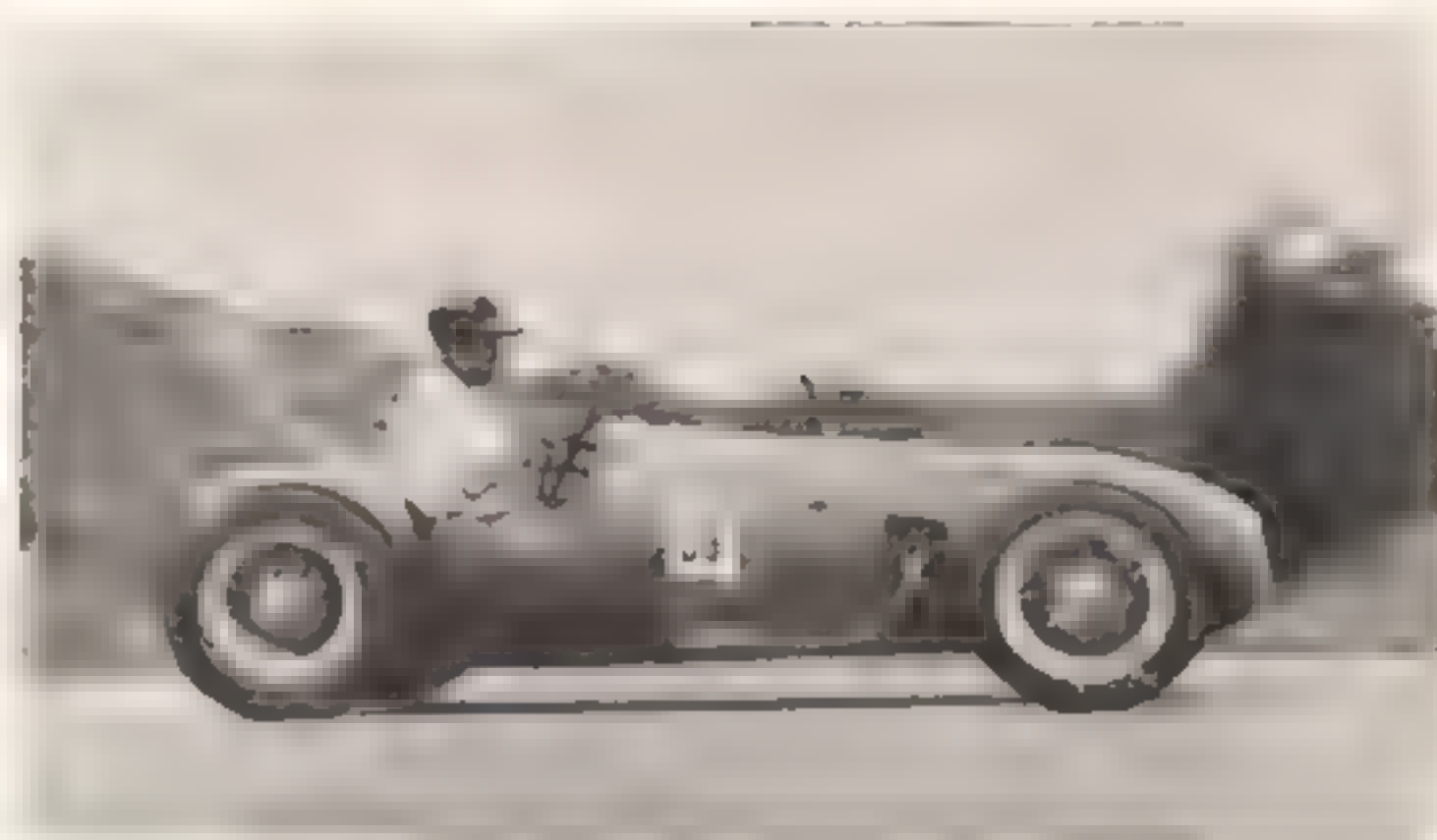
First test on the airfield was a tricky double hairpin at speed. Best time of the day was made by John Melvin, parted from his Frazer-Nash and driving a Sunbeam-Talbot 90. G. A. Seath (Hillman Minx) missed pylons by the thickness of his paintwork and, taking the second hairpin, R. Anderson (Sunbeam-Talbot), had to reverse, which added to his score with a vengeance.

The second airfield test was a double dose round a pyloned oval and across the oval to a flying finish. Competitors showed a distinct reluctance to put their foot down with the exception of R. C. Mackenzie (Sunbeam-Talbot) and R. A. Dando (Hillman Minx), who really motored and shared B.T.D. between them.

Third airfield test was an obstructed zig zag that had Mary Walker (Sunbeam-Talbot) biting her tongue with anxiety lest she clank a pylon and let the marque down after Gordon Greaves's faultless and speedy performance. Mary didn't clang but John Melvin did and his chagrined face was quite a thing to see. Best time in this test was made by E. G. Pipe (Sunbeam-Talbot).

Motoring between seven pairs of pylons should have resulted in a lot of noise but, oddly enough, R. B. Dryden (Sunbeam-Talbot) and R. Walshaw (Hillman Minx) had more trouble stopping astride the finish line than they had with the pylons, and it was left to R. A. Dando (Hillman Minx) to put up the best performance.

The final test—a four-lap formula regularity—found John Melvin making up for his pylon with the day's most



**SINGAPORE SPECIAL:** Lim Peng Han in his K.K. Special during the Singapore M.C.'s Gap Hill-Climb in June. The car, which has an 11.0V Fiat engine in a special chassis, broke several class records.

regular roundabout, and close behind him were Gordon Greaves (Sunbeam-Talbot) and R. Walshaw on his Minx.

During the Saturday evening's dining and dancing the results of the day's rallying were announced, as follows:

Class A, Sunbeam-Talbots: G. Greaves, 190.8 marks lost, D. Norbury, 209, Class B, Hillman cars: R. Walshaw, 202.3, R. A. Dando, 203.1

After the merry-making on Saturday a very lovely Sunday morning found competitors up early and polishing like mad for the *Concours d'Elegance*.

C. J. F. Agnew's ivory Sunbeam-Talbot with its white-wall tyres was an eye-catcher until they lifted the bonnets of the Talbots owned by Mary Walker and P. Rawlin and were dazzled by the flashing chromium. For a competition car, Mary Walker's is a very handsome effort indeed. In its immaculate condition was just a notch ahead of the newer Sunbeam-Talbot owned by P. Rawlin, and the first three in the *Concours* awards were Mary Walker, P. Rawlin and Gordon Greaves.

A N F

## 750 M.C. SIX HOURS HANDICAP RELAY RACE

Preparations are in full swing for the 750 Club's Six Hours Handicap Relay Race for sports-cars, which is due to be held at Silverstone, on Saturday, 30th August. Put on for the first time last year, this event was universally acclaimed a great success by the motoring Press, the competitors and the spectators alike. Recognition of this success has been accorded by the R.A.C. in granting a National Permit for the 1952 event, which will enable it to be even bigger and better.

Regulations and entry forms will shortly be available and will be sent without request to all last year's entrants. The National Permit, however, allows entrants from a much wider field than can be covered by any automatic distribution of regulations and all interested are asked to apply to the Secretary of

the Meeting, Holland Birkett, 3 Pondtail Road, Fleet, Hants, as soon as possible.

It is not generally recognized how many officials are required to run even a programme of short events at a Silverstone meeting, let alone a long distance event such as the Six Hours event. At least 200 helpers are required. While many have already come forward, large numbers are still required to ensure the successful running of the event, and all offers of help in this direction will be most welcome. Volunteers should send their names to the Clerk of the Course, Kenneth Bickle, 4 Pelham Court, Staines, Middlesex. Lack of previous experience should be no deterrent as many jobs are comparatively unskilled, and in any case detailed instructions will be sent to all volunteers before the event.

## COCKSHOOT TRIAL, NEW STYLE

The M.G. Car Club, North-Western Centre, have decided to alter the nature of their event for the Cockshoot Cup in 1953. It will remain a Closed Invitation and will appeal to the majority of club members and invited club members owning standard production touring and sports-cars. It is felt that as a result of this decision a larger proportion of club members will have the opportunity of competing in a suitable event of National importance.

## M.G. CLUB "SILVERSTONE"

The M.G.C.C.'s annual race meeting at Silverstone takes place on 5th July and will be open to the following clubs: B.A.R.C., Bugatti O.C., West Essex C.C., M.C.C., 750 C.C., North Midland M.C. and the Hants and Berks M.C. The programme includes an M.G. handicap, several handicaps for saloon- and sports-cars and a Novices' handicap in heats and a final. All applications for entry to the General Secretary, M.G.C.C., Russell Lowry, of 7 Chapel Street, Liverpool, 2. (Tel: Liverpool Central 3751.)



## News from the Clubs—continued

## SHELSLEY WALSH

THE waning popularity of hill-climbing was sadly stressed by the Midland A.C.'s fixture on 14th June, originally scheduled as an International Meeting, but which turned out to be a members-only hill-climb followed by a gymkhana. The climb took place in the morning, D. O'M. Taylor putting up best time in 46.8 secs. with his XK 120 Jaguar. Seven tests made up the gymkhana programme in the afternoon, the M.A.C. team winning the Club match from Sunbac by 99 penalties to 102. While hardly a "Shelsley" in the old tradition, the meeting proved an enjoyable one for all present.

## RESULTS

Hill-Climb: B.T.D.: D. O'M. Taylor (Jaguar), 46.8 secs.

Closed Cars, Under 1,500 c.c.: G. B. Flewitt (Austin), 69.4 secs.

Open Cars, Under 1,500 c.c.: G. S. Scott (H.R.G.), 53.4 secs.

Closed Cars, Over 1,500 c.c.: J. Moore (Morgan), 53.6 secs.

Open Cars, Over 1,500 c.c.: D. O'M. Taylor (Jaguar), 46.8 secs.

Ladies' Award (any capacity): Mrs. P. Sutcliffe (Jaguar), 49.8 secs.

Gymkhana Tests, Lady Drivers, Kerb Parking: Mrs. W. G. Harper (Morris). Garage: Mrs. L. E. Grounds (Morris).

Gymkhana Tests, Men Drivers, Kerb Parking: R. Sellman (M.G.); R. G. Harper (Land Rover). Garage: P. A. Cross (Austin); L. G. Higham (Ford).

Beer Bottles: Mrs. D. M. Osborn (H.R.G.); L. J. Tracey (Dellow).

Egg and Spoon: Mrs. D. M. Osborn (H.R.G.); M. Higgins (Jaguar Spl.).

Blindfold Driver: Mrs. W. G. Harper (Morris); G. Barley (Austin).

Changing Flags: Mrs. D. M. Osborn (H.R.G.); I. I. Lewis (Dellow).

Musical Chairs: Miss P. Hopper and W. H. Smart (Allard).

## CEMIAN M.C. GYMKHANA

THE Cemián Motor Club's seventh Annual Gymkhana will be held on Sunday, 6th July, at the College of Estate Management Sports Ground at Hinchley Wood, Surrey (just off the Kingston By-pass) at 2 p.m.

A series of interesting and amusing events for drivers and passengers has been arranged to take place on a smooth grass surface. The event is open to all members of any recognized motor club and entries at 10s. 6d. for Cemián members and 12s. 6d. for other clubs, can be accepted up to the first post on 1st July. The Secretary is R. L. Sadler, 8 Beaumont Mews, Weymouth Street, London, W1. Telephone: WELbeck 8091.

**AINTREE GYMKHANA:** Kay's 1902 Panhard winning the "carry the water" race in the recent Motor Gymkhana of the Liverpool Constitutional Association at Aintree race-course. The event was run jointly by the Liverpool M.C. and the Veteran C.C. of Great Britain.

## M.M.E.C. AT SILVERSTONE TOMORROW

THE Midland Motoring Enthusiasm Club's programme of races at Silverstone tomorrow, 28th June, includes an event for 500 c.c. cars only, which will be eligible for the AUTOSPORT 500 c.c. Championship. The day's racing includes two handicaps, four scratch racing-car events, and four scratch sports-car events.

The racing begins at 1 p.m.

## NOTTINGHAM S.C.C. ROUTE-FINDING

CLASS winner in the recent Derby Pathfinders' Scarborough Rally, D. W. Wing (son of famous Donington motor-cycle racer) has organized a route-finding contest, for Sunday, 29th June. The start is at 2 p.m., from Broxtowe Inn, Cinderhill, Notts, finishing at Newhaven Inn, main Ashbourne-Baxton Road.

Entries, at 3s. 6d., to D. W. Wing, 22 Bedale Road, Sherwood, Nottingham, late entries, 5s.

## NEWCASTLE AND DISTRICT M.C. ALL-NIGHT TRIAL

(14th-15th June)

## RESULTS

Best Performance: S. Weightman (Ford).

Best Performance, by Car Other Than Winner: P. G. Walton (Hillman).

1st Class Awards: S. A. Middleton (Vanguard); K. W. Turnbull (Austin).

2nd Class Awards: P. W. E. Heppell (Vanguard); J. I. Smith (Jaguar).

Souvenir Awards: A. F. MacGillivray (Morris); G. A. Percival (Hillman); M. Aldridge (Healey); G. K. Bartle (Wolsley); W. T. Jobson (Morris); W. L. Hogg (Austin); D. A. B. Morgan (Alvis).

Special Souvenir Awards: F. M. Tree (Wolsley); J. M. Dalkin (Ford); Mrs. M. N. Shanley (Hillman).

## EASTWOOD AND DISTRICT M.C. "FLASH RALLY"

A. HOUGH (M.G. 1½-litre saloon), driving with his usual verve, gained the Premier award in the Eastwood Club (East Midland Centre) recent "Flash Rally" by a narrow margin, from S. Asbury (Javelin). Third place was shared by J. Attenborough (A.C.) and D. Glover (A70) the popular Eastwood Club's chairman, who won the "Previous Non-winners" Cup. Thirty-one competitors started on the 90-mile Derbyshire course, mostly over motor-cycle trials areas in the district.

Winner Hough is firmly establishing himself in the forefront of local competition drivers, his last 16 events have gained him 14 awards, including three premier, three runner-up, and other first-class awards. Congratulations to navigators D. Hall and D. Adams, too.

## NORTH LONDON M.C.

ON Sunday, 15th June, a social run and informal meeting of the North London M.C. was held at Denham Aerodrome, where 61 members, potential members and friends had tea in the Flying Clubhouse grounds. After tea there was an informal discussion on the planning of future events and a considerable number of very useful suggestions were put forward for consideration by the Committee at their next meeting.

Arrangements have now been made for the Club to attend a polo match at Woolmers Park, near Hertford, on Sunday, 29th June, where they will see the finals for the Viscount Cowdray Cup. Members are invited to bring their friends, especially potential members, and should meet at the Red Lion Hotel, Hatfield, on the Great North Road, opposite the Station, at not later than 3 p.m. Admission and car-parking facilities are free and complimentary tickets will be issued at Hatfield.

Applications for membership may be addressed to the Secretary, G. F. Luck, 27 Ferney Road, East Barnet, Hertfordshire.





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## News from the Clubs—continued

## LOTHIAN C.C. SPRINTS

THE Lothian Car Club have been fortunate in finding an ideal venue for a sprint meeting. Army authorities granted them the use of a road which runs through Riccarton Estate, near Edinburgh, providing a half-mile section with an excellent surface and some variety of gradient. Last Sunday the Club used the track for the first time and got a fine day to do so.

Two runs on the track, with the best time to count for awards, was the procedure and Jack Walton had a complete field day. He recorded the best time in four classes—three with his Frazer-Nash and one with his Aston Martin saloon.

The Frazer-Nash continues to motor without let or hindrance and there is no doubt that J. H. Walton sees that it gets the kind of care and attention that, but for such things as a bad load of fuel, keep it well up in the awards list. His very smart Aston Martin saloon was, however, well matched for spit and polish by the Healey which was being driven by Bob Dickson.

Bob was also driving the John Brown H.W.M. as was C. M. M. Gillespie. Both Bob and Mickie clocked a run apiece but, on its third outing, Bob got away to a very fast start, then after only 100 yards or so, there was a display of fireworks at the H.W.M.'s stern. This display ended in a bang that signified a half shaft had gone. Another unfortunate was J. H. White in his smart little Mackay special. This little car went like a bomb during practice and, in the actual event, it also went like a bomb and blew up!

After satisfactory runs during the practising J. H. White clocked quite the slowest time of the day at 50 seconds and there was a repetition of the transmission troubles that are the Mackay's *bête noire*.

Best time of the day was made by Alistair Birrell in the E.R.A. which, with the J.P., form the Alba Union—a partnership composed of Ron Flockhart, Alistair Birrell and Ian McPhail. Birrell's driving gains more confidence at each event and he is becoming a real dyed-in-the-wool enthusiast.

A. N. F.

Results of the meeting were as follows:

**Open Cars, up to 2,500 c.c.:** 1, J. H. Walton (Frazer-Nash), 24.6 secs.; 2, R. Dickson (H.W.M.), 27.0 secs.; 3, C. M. M. Gillespie (H.W.M.), 27.4 secs.

**Sports-Cars, unlimited:** 1, J. H. Walton (Frazer-Nash), 25 secs.; 2, H. C. Stewart (Atard), 32.2 secs.

**Open Cars, up to 1,500 c.c.:** 1, N. T. Lithgow (H.R.G.), 33.6 secs.; 2, A. M. Calder (Riley), 34.6 secs.; 3, J. S. Mitchell (H.R.G.), 35.6 secs.

**Racing-Cars, up to 2,000 c.c.:** 1, J. H. Walton (Frazer-Nash), 24.6 secs.; 2, C. R. Hunter (J.P.), 28.4 secs.; 3, J. H. White (Mackay), 50.0 secs.

**Closed Cars, unlimited:** 1, J. H. Walton (Aston Martin), 32.2 secs.; 2, R. Dickson (Healey), 33 secs.; 3, J. S. H. McCulloch (Ford), 38.2 secs.

**Racing-Cars, unlimited:** 1, A. W. Birrell (E.R.A.), 24.2 secs. (B.T.D.); 2, J. H. Walton (Frazer-Nash), 24.6 secs.; 3, C. R. Hunter (J.P.), 28.2 secs.

## CHILTERN TOURING RALLY

OVER 70 entries were received for the Chiltern C.C.'s 10th Annual Touring Rally, held on Sunday, 15th June. Apart from members of the promoting club, members of the A.C.O.C., Gosport A.C., Harrow C.C., Lagonda Club, North London Enthusiasts C.C., Sporting O.D.C., and the Windsor C.C. also took part by invitation.

The event, as the name implies, was suitable for all types of car and the tests were designed to test the skill and accuracy of driving rather than the actual performance of the car. The entry was divided into four classes, open and closed cars of over and under 1½ litres capacity respectively.

The first competitor left the starting control on Chorley Wood Common at 11 a.m. The first test, less than a mile from the start, was in the nature of a "curtain raiser" and was a simple acceleration test. Competitors were required to accelerate from a line, round a sharp corner and brake within 12 inches of a canvas "brick wall".

The route then took competitors through the lovely villages of Chenies and Latimer and thence past Bovington Aerodrome to Whelpley Hill, where Tests 2 and 3 took place on disused dispersal points on the outskirts of the aerodrome.

Test 2 was a fairly long and complicated manoeuvre consisting of forward and reverse acceleration tests, as was Test 3, another long test which taxed not only the competitors' driving skill but also their memories.

The route then led back through Chesham to Old Amersham where a halt was called for lunch. In the afternoon competitors set off for High Wycombe. On this section competitors had to average 17 miles per hour, a figure kept secret until each competitor was about

to leave the lunch check, causing some consternation. Slow as this was, very few competitors lost marks.

Tests 4 and 5 took place on a disused tank testing ground behind a factory at High Wycombe; although these were on a concrete road the gradients were often quite tricky. On Test 4, a variation of the familiar "Wiggle Woggle" test, competitors were required to pass through pylons, on an up gradient, alternately forward and reverse. Test 5 consisted of accelerating between pylons on a down gradient and then reversing back through the pylons to park in a garage and within 12 inches of the nearside kerb—all rather hard on clutches and transmissions.

The route then led back to Penn Street, and Test 6, held on a concrete road at an ex-army camp in the woods. It consisted of accelerating through pylons, turning and passing again through pylons to park finally in a garage. This test on the whole was very well done, especially as the slippery nature of the road, under many overhanging trees, made steering a very tricky business at times, to say nothing of wheelspin.

The final section led back through the outskirts of Beaconsfield and Jordans to the "Bell House" Hotel, on the Oxford road between Gerrards Cross and Beaconsfield, where a final test awaited the competitors. This was a simple forward-and-reverse to park in a garage affair which was only to be used in event of a tie.

Provisional results were announced soon after tea. The total mileage covered was about 37 miles inclusive of tests and regularity section and competitors all agreed that even at 4s. 3d. a gallon it was a cheap and enjoyable day out.

## RESULTS

**Tourist Rally Trophy:** (Best Performance) R. G. Forster (B.S.A.), 1 mark lost.

**First Class Awards:** T. C. Sanders (A.C.), 1; N. H. Overton (Overton), 3; L. Hatherall (M.G.), 3; M. Gunn (Morgan), 5; G. Connelley (Austin), 6; F. A. Freeman (M.G.), 8; P. B. Jones (Javelin), 8; A. G. B. Wood (Jaguar), 15.

**Second Class Awards:** E. G. Smith (Morris), 10; A. Gordon (H.R.G.), 10; B. W. Honour (Singer), 10; W. Lockhart (Frazer-Nash), 14; R. F. Johnson (Triumph), 26.

**Team Award:** Chiltern C.C. Team "F", Overton, Barden, Gunn, total marks lost 28.

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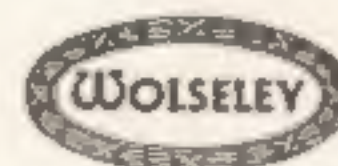
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# NEWS CHRONICLE

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